

Hongkong Daily Press.

ESTABLISHED 1857

ON SALE
THE
DIRECTORY & CHRONICLE
FOR 1911.
Complete Edition ... \$10.00
Small ... \$6.00
Agents in all the Foreign Settlements throughout the Far East.

No. 16,688 號八十八百六十六萬壹第 日十三月八年三號宣 HONGKONG, SATURDAY, OCTOBER 21ST, 1911. 六拜禮 號一十二月十年一一百九十一英港香 PRICE, \$3 PER MONTH.

INTIMATIONS
NEW UPRIGHT GRAND PIANOS

BY
HOPKINSON,
PRICE \$600.
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OR
EASY PAYMENTS.
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LIMITED.

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Income for Year ... 3,862,071.00
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S. W. TAPE, Esq., and the District Secretary.
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Sir PAUL CHATER, Kt., C.M.G.
T. F. HOUGH, Esq.
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[a304]

GEEEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 376 lbs. net
In Bags 250 lbs. net
SHEWAN, TOME & CO., General Managers.
Hongkong, 29th April, 1908. [a798]

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IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers, General Storekeepers and Ship Chandlers, Nos. 35 & 37, Hing Loong Street (2nd St. west of Central Market), Telephone No. 515. [a655]

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TIME TABLE.

WHEN DAYS.
8.00 a.m. ... Every 15 minutes.
8.00 a.m. to 10.00 a.m. ... Every 10 minutes.
10.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 2.15 p.m. ... Every 15 minutes.
2.15 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.10 p.m. ... Every 10 minutes.
NIGHT CARS.
8.45 p.m. and 9.00 p.m. 9.45 to 11.30 p.m.
every 15 minutes.
SUNDAYS.
8.00 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.45 a.m. to 12.00 noon ... Every 15 minutes.
12.00 noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.10 p.m. ... Every 10 minutes.
NIGHT CARS on Week Days.
SATURDAY.
Extra Car at 11.45 p.m.

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JOHN D. HUMPHREYS & SON
General Manager.
Hongkong 16th June, 1911. [a223]

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HONGKONG TO MACAO—Weekdays at 8 A.M. and 2 P.M. Extra trip Saturday, the Sundays at 9 A.M. and 12.30 P.M. 21st Oct. at 5 P.M.
MACAO TO HONGKONG—Weekdays at 7.30 A.M. and 2 P.M.
Sundays at 7.30 A.M., 2 P.M. and 5 P.M.
MACAO TO CANTON—Every Monday, Wednesday and Friday, about 9 P.M.
CANTON TO MACAO—Every Tuesday, Thursday and Saturday, at 4.30 P.M.
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The S.S. "SUI TAI," leaving on SUNDAYS at 12.30 P.M., connects with the Excursion Steamer returning from Macao at 5 P.M.

The S.S. "SUI AN," will leave Macao on SATURDAY, 21st October, at 1 P.M. instead of 2 P.M.

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LATEST FASHIONS OF CANTON EMBROIDERIES, SILK LAQUES OF EVERY DESCRIPTION CHOICE ASSORTMENT OF SILK AND LINEN GOODS, GRASS-CLOTH, ETC., ETC.
INSPECTION SOLICITED. PRICES REASONABLE.
Hongkong, 12th April, 1911. [a591]

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HOMeward PASSENGER SEASON 1912.

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LONDON - APRIL 20TH.

The Accommodation in this Vessel is at the entire disposal of Passengers from the Far East.
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[a1085]

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Manufacturers of Centrifugal Condenser, Stone's Manganese Bronze, and Parsons' Steam Turbines, etc., etc., etc.

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Length on Keel-Blocks. Breadth at Entrance Depth of Water
Keel-Blocks. on Bottom. on Keel-Blocks.
(No. 1 ... 510 ft. 77 ft. 24 ft.
No. 2 ... 350 ft. 53 ft. 24 ft.
No. 3 ... 714 ft. 88 ft. 34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always ready at short notice.

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Lifting Power 460 Feet. 500 Feet.
Max. Length of Ship taken in 56 66
" Breadth " " " 22 " 26 "
" Draft " " " 22 " 26 "

The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.
The Floating Sheerlegs, capable of lifting 40 ton weight.

ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.

[a761]

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Telegraphic Address: "DOCK" Yokohama.

Codes used:—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A. 1, and Watkin's

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Every description of repair work is undertaken. A large assortment of material including tall shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

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Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.

[a713]

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LETTS' DIARIES for 1912.

THE OFFICIAL NAUTICAL ALMANAC For 1912—80 cts.

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SOLE AGENTS:

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CANTON KOWLOON R.Y.

TIME TABLE.

On and after 3rd October, 1911, until further notice.

| DOWN TRAINS | No. 1 T.O.P. Exp. | No. 2 T.O.P. Exp. | No. 3 T.O.P. Exp. | No. 4 T.O.P. Exp. | No. 5 T.O.P. Exp. | No. 6 T.O.P. Exp. | No. 7 T.O.P. Exp. | No. 8 T.O.P. Exp. | No. 9 T.O.P. Exp. | No. 10 T.O.P. Exp. | No. 11 T.O.P. Exp. |
|-------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|--------------------------|--------------------------|
| STATIONS. | STATIONS. | STATIONS. | STATIONS. | STATIONS. | STATIONS. | STATIONS. | STATIONS. | STATIONS. | STATIONS. | STATIONS. | STATIONS. |
| Canton... dep. | 7.00 14.25 | 7.00 13.30 | 14.25 8.00 | 11.10 | 7.00 14.45 | 7.00 14.45 | 7.00 14.45 | 7.00 14.45 | 7.00 14.45 | 7.00 14.45 | 7.00 14.45 |
| Shek Pai... arr. | 8.02 14.32 | 7.22 15.28 | 14.37 8.02 | 11.12 | 7.04 15.60 | 7.04 15.60 | 7.04 15.60 | 7.04 15.60 | 7.04 15.60 | 7.04 15.60 | 7.04 15.60 |
| Che Pi... arr. | 8.12 14.42 | 7.22 15.38 | 14.38 8.02 | 11.12 | 7.05 15.65 | 7.05 15.65 | 7.05 15.65 | 7.05 15.65 | 7.05 15.65 | 7.05 15.65 | 7.05 15.65 |
| Wu Chung... arr. | 8.16 14.51 | 7.22 15.48 | 14.40 8.02 | 11.12 | 7.09 15.70 | 7.09 15.70 | 7.09 15.70 | 7.09 15.70 | 7.09 15.70 | 7.09 15.70 | 7.09 15.70 |
| Nan Kong... arr. | 8.29 15.00 | 7.48 16.14 | 14.53 8.02 | 11.12 | 7.13 15.75 | 7.13 15.75 | 7.13 15.75 | 7.13 15.75 | 7.13 15.75 | 7.13 15.75 | 7.13 15.75 |
| Sun Tong... arr. | 8.38 15.10 | 7.52 16.27 | 14.54 8.02 | 11.12 | 7.17 15.80 | 7.17 15.80 | 7.17 15.80 | 7.17 15.80 | 7.17 15.80 | 7.17 15.80 | 7.17 15.80 |
| Tong Mei... arr. | 8.44 15.19 | 8.05 16.35 | 14.56 8.02 | 11.12 | 7.21 15.85 | 7.21 15.85 | 7.21 15.85 | 7.21 15.85 | 7.21 15.85 | 7.21 15.85 | 7.21 15.85 |
| Nga Yeo... arr. | 8.48 15.19 | 8.22 16.41 | 14.58 8.02 | 11.12 | 7.25 15.90 | 7.25 15.90 | 7.25 15.90 | 7.25 15.90 | 7.25 15.90 | 7.25 15.90 | 7.25 15.90 |
| Shun Chun... arr. | 8.55 15.20 | 8.22 16.45 | 14.60 8.02 | 11.12 | 7.29 15.95 | 7.29 15.95 | 7.29 15.95 | 7.29 15.95 | 7.29 15.95 | 7.29 15.95 | 7.29 15.95 |
| Shek Kai... arr. | 8.63 15.34 | 8.28 16.52 | 14.62 8.02 | 11.12 | 7.33 16.00 | 7.33 16.00 | 7.33 16.00 | 7.33 16.00 | 7.33 16.00 | 7.33 16.00 | 7.33 16.00 |
| Shek Tan... dep. | 8.97 15.40 | 8.40 16.58 | 14.64 8.02 | 11.12 | 7.37 16.05 | 7.37 16.05 | 7.37 16.05 | 7.37 16.05 | 7.37 16.05 | 7.37 16.05 | 7.37 16.05 |
| Shek Liuk... arr. | 9.15 15.44 | 8.47 16.6 | | | | | | | | | |

INTIMATION

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ESTABLISHED 1841.

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| St. ESTEPHE | \$10.40 | \$11.40 | | |
| St. JULIEN | 12.40 | 13.40 | | |
| LA ROSE | 15.40 | 16.40 | | |
| CHATEAU HAUT BRION LARRIVET | 21.40 | 22.40 | | |
| CHATEAU MOUTON D'ARMAILHAQ | 25.40 | 26.40 | | |
| CHATEAU PONTE T CANET | 28.00 | — | | |
| HATEAU LA TOUR GARNET | 33.00 | — | | |
| CHATEAU RAUZAN | 47.00 | — | | |
| CHATEAU LAFITE | 53.00 | — | | |

The above Clares, imported from the well-known firm of CHAS. BANCOURT ET FILS, ARE OF EXCEPTIONAL VALUE and Guaranteed to be genuine Chateau Wines of Fine Vintage.

Clares from the celebrated Chateaux above mentioned are too well-known to connoisseurs to need further comment, and we can confidently recommend them as mature and in fine condition.

A. S. WATSON & CO. LIMITED,

ALEXANDRA BUILDINGS.

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NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY Presses should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.

Telegraphic Address: "LBB."

Post Office: A.B.C. 5th Ed. Liever P.O. Box. 34. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C. LONDON OFFICE: 131, FLEET STREET, EC.

The Daily Press.

HONGKONG, OCTOBER 21ST, 1911.

Few foreigners probably realise to what an enormous extent the Imperial Postal Service of China has developed in the past five years. We have just received from the Ministry of Posts and Communications the Report on the working of the Imperial Post Office in China, in 1910. It is a record of wonderful progress. With its quiet methods and steady progress, Mr. Pixy, the Postmaster-General writes, the Imperial Post Office is gaining more and more universal confidence and support, and may soon be expected to become, like similar institutions in other countries, the sole authorised channel for the transmission of both official and private correspondence. Its establishments, which at the present date number 5,300, include, Mr. Pixy says, all places which, from their geographical or commercial importance, offered, from the first, fair prospects of a return for postal enterprise. The Postmaster-General draws particular attention to the considerable increase in the record of the number of newspapers and printed matter carried between ports and in the interior. The figures which showed only 10 million in 1905, have risen successively to 17,39, 70 and 84 million, the latter being the total for 1910. This, coupled with the 50 or 60 million annual increase in the number of letters, Mr. Pixy adds, denotes striking movement in the intellectual and educational development of this wonderful country: to a great extent, in fact, it accounts for the

success of its transmitting agent, the Post Office." These figures will doubtless continue to grow for many years in the same ratio, for Journalism is as yet in its infancy in China, and with the progress of popular education in China and the improved facilities of travel which railways afford, every year is likely to see a very large increase in the number of letters and newspapers sent through the post. Everything possible is being done by the Post Office, Mr. Pixy says, to help the spreading of literature among the masses in all parts of the Empire, and rates on newspapers, notwithstanding the heavy cost of transport, have been kept low, and are lighter than in any country in the world. The Report makes no reference to the financial position of the Post Office but we believe, that down to date, the Post Office has not been self-supporting. In order to oust the old postal shop agencies the Imperial Post Office had to conduct operations with unremunerative rates. In the first four years of its existence the Imperial Post Office did, indeed, maintain a 4-cent rate for domestic letters, but it was found too high to break up competition on the part of the long-established native agencies, whose rates were considerably cheaper: it was therefore tentatively reduced to one cent. It was raised to two cents in 1902. Mr. Pixy says these very low rates were inadequate to meet all expenses but they have proved the means of disestablishing the private shop agencies and have planted the new institution in the land for ever. Last autumn the inland letter rate was raised to 3 cents, the unit of weight at the same time being raised from 15 to 20 grammes for all letters, domestic and international, a change which, while it had the advantage of smoothing the way for the increased rate, brings the Chinese Administration one step nearer the Union practice. There was some hesitation about introducing this change lest the private agencies should go on the warpath again. Their activity, the Report adds, was indeed momentarily revived in two or three districts, but their efforts proved futile before the strong position now attained by the official institution and from the results obtained under the new tariff during the last few months all apprehension can now be dismissed: the 3-cent rate has come to stay." The total number of articles (that is to say letters and newspapers) carried by the Post Office last year is given as 365,000,000, exclusive of parcels which numbered 3,768,000. When we reflect that these statistics give an average of less than one article a year per head of the population, some idea may be formed of the enormous possibilities of development that the future holds for the institution. In the fifteen years which have passed since the issue of the Imperial Decree entrusting the organisation and management of the Imperial Post to Sir ROBERT HART the foundations have been well and truly laid of what is destined to become the largest postal organisation in the whole world.

The German mail of the 21st September was delivered in London on the 19th October.

It is announced that the C. P. R. steamers will in future sail on scheduled date at 7 a.m. instead of 6 p.m.

Yesterday's telegram from the Manila Observatory read—"Cyclone or typhoon W. of the southern Ladrones or Mariana Islands moving W. and W.N.W."

A Manila paper on Tuesday published among its news of the outbreak in the North a Shanghai telegram which stated that "Tientsin is in flames." There was no truth in this report.

Towards a fund for repairing and renovating the Mahomedan Mosque in Kowloon, Mr. Din-hawjee Paowalla, of the Kowloon Hotel, a Parsee, has given a donation of \$50.

At the Magistracy yesterday Mr. Wood fined a Chinese contractor \$50 for commanding building operations, namely, the construction of part of a cross wall at 54, Yee Wo Street, without the sanction of the Building Authority.

It is notified that until further notice telegrams for Chinese stations can only be accepted at sender's risk, and, unless written in plain English or Chinese, they are liable to be stopped by the Imperial Chinese Telegraphs.

At the Marine Magistrate's Court yesterday Commander Beckwith, R.N., fined a Chinese boatwoman \$1 for using her fishing boat other than for fishing purposes. The defendant was dredging for coal, and when Constable Reynolds boarded her craft, he found a sack of coal on board. The nets and coal were confiscated.

The Japanese Consul and Mrs. Funata were "At Home" yesterday afternoon to the journalists of Hongkong, British and Chinese, and to leading members of the Japanese community to meet a party of Japanese journalists. These gentlemen, who are attached to leading Tokyo newspapers, had formed part of a very much larger party who went to Formosa on a tour of inspection and inquiry. Only about six came on to Hongkong, and they will take the opportunity of paying a visit to Canton.

Monsieur Sarrant, the new Governor-General of French Indo-China in succession to Monsieur Klobukowski, is a passenger by the outward M. M. steamer *Touraine*, which is due to reach Saigon about November 3rd.

The Bishop's engagements are:—This (Saturday) evening: Address the Chinese Christian Endeavour Society at 7.30 p.m. To-morrow (Sunday)—11 a.m. preach at St. Stephen's Chinese Church; 6.30 p.m. preach at St. Peter's Seamen's Church.

The St. Petersburg correspondent of a London paper last month wired:—I learn that the Dalai Lama of Tibet is now at Iktse, a town in the neighbourhood of Vladivostok. From there I understand he is addressing frequent messages to friends in Tibet, endeavouring to stir up an agitation in the country, which if successful would overthrow the Viceroy from Peking and ensure his return to the throne."

SUPREME COURT.

Friday, October 20th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (ACTING PUISNE JUDGE).

NO MONEY TO LIVE ON.

Massa Singh brought action against Tok Chand to recover 21 due for money lost.

Mr. J. H. Gardiner represented the plaintiff.

Defendant informed the Court that there was some money coming to him, but it was all going into the hands of Mr. Gardiner. He asked to be allowed to pay in instalments of \$2 a month.

His Lordship (to Mr. Gardiner)—Apparently you know more about his circumstances than I do. What can he pay?

Mr. Gardiner—I think \$7.

His Lordship made an order for instalments of \$2 a month, and \$10 costs.

Defendant—I have got no money to live on.

His Lordship—You will have to get it somehow. The first payment will be made on November 1st.

APPEAL BANCHED WITHOUT PREJUDICE.

Wing Fat and Co. v. The Directory of China

office was a case in which the plaintiffs claimed the sum of \$220,44.

Mr. Wilson appeared for the plaintiffs, and

Mr. Hind represented the defendants.

Mr. Wilson said the defendants had paid \$40 on account, and he did not think there was any defence. He was instructed to apply for judgment.

Mr. Hind—I understand there is a defence. I have just had the papers handed me this morning.

Mr. Wilson—It is a very old case. The first hearing was on July 21st.

Mr. Hind—A defense does not go bad in three months if there is one.

His Lordship—it is put down here as a fresh case. I will fix the hearing for Friday.

Mr. Hind said his appearance was without prejudice to an application to set aside the action.

HONGKONG VOLUNTEER CORPS.

In this week's Corps Orders the following promotions are announced:

Sous Company:—

To Sergeants with effect from the 12th October: Corp. Jeas, Corp. Pollock, Pte. Temperley, Pte. W. Hall and Pte. Sutherland.

To Corporals with effect from the 12th October: Privates G. N. Orme, H. W. Moon, S. Belzeiger and H. E. Hickman.

No. 2 company H.K.V.A.:—

Gunner R. J. Judah of No. 2 Company H.K.V.A. is promoted to the rank of Bombardier with effect from the 16th October.

BRITISH ADMIRALTY WIRELESS.

THE LATEST DEVELOPMENTS.

The recent experiments that have been carried out in Newfoundland by Mr. Marconi with a view to perfecting wireless communications upon the Canadian shoreline, are understood to be part of a huge scheme now under consideration by the Imperial Government intended to unite the various parts of the empire in a wireless telegraphic system having direct communication with the Admiralty in London. Not only are efforts being made to improve wireless facilities in Canada in the Mediterranean ports, India, and Australia, but, says *The Times*, steps are also being taken to link more effectively all other parts of the empire with one another.

This action upon the part of the Government is a practical sequel to the Imperial Conference of last May, when the efforts of the Colonial Premiers were strongly directed towards improving communications between the Overseas Dominions and the Home-land. It was accordingly decided that a first chain of Imperial high-power wireless stations should be erected: one station in England, one at Gibraltar or Malta, and one each at Cyprus, Aden, Bombay, Singapore, and Australia; England and Canada, of course, already in communication through the existing stations, and a continuous commercial service is being conducted between the two countries day and night. It is confidently expected that in a short time the Government's wireless programme will have so far advanced that the Admiralty authorities will be able, at any moment to direct the movements of practically every unit of the British fleet.

NEW STAMPS OF FRENCH INDO-CHINA.

A curious reason is advanced for a change which is about to be effected in the designs of the postage stamps of the French Asiatic colony of Indo-China. The existing types, which were first issued in 1907, have for their subjects portraits of young native women. It has since transpired, however, that the ladies so posed for these pictures were not of the highest moral character, and an order has accordingly been issued that these stamps are to be replaced. The new series will bear designs illustrative of the colony and will include the Reims of Angkor (Cambodge), the Palace of Hué (Imam), the entrance to the Bay ofAlong (Tonkin), and a Cochinchina rice-field with a native peasant and oxen. The postage due stamp will be composed exclusively of dragons and native ornaments.—*The Times*.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE REVOLUTION.

YUAN SHIH KAI CONTEOLS FORCES.

LONDON, October 20th.

Reuter's correspondent at Peking wires that an Imperial Edict has been issued which places all the military and naval forces on the Yangtze under the control of Yuan Shih Kai.

The Edict orders that the ringleaders of the rebellion are to be severely dealt with, appeals to misguided rebels to return, and cautions people not to join the revolutionaries.

REVOLUTIONARIES REINFORCED.

Reuter's correspondent at Peking wires that according to the latest despatch from Hankow the revolutionaries were reinforced from Wuchang, and that firing was continuous in the vicinity of the railway station, which was constantly changing hands.

FRANCO-GERMAN NEGOTIATIONS.

LONDON, October 20th.

M. Cambon and Herr von Kiderlen Waechter had a fresh meeting yesterday after which it was announced that despite the statements made in a French paper the result augured well for a favourable outcome of the negotiations, which would apparently be continued in satisfactory conditions.

THE INSURANCE BILL.

LONDON, October 20th.

A demonstration of Friendly Societies in the Albert Hall recommended the acceptance of the Insurance Bill in view of the fresh assurances given by Mr. Lloyd George at a private conference in the Treasury yesterday.

PORTUGUESE ROYALISTS AND REPUBLICANS.

LONDON, October 20th.

Reuter's correspondent at Madrid wires that Portuguese Monarchs near Montalegre attacked and defeated a Republican force, capturing many men, arms and horses, and triumphantly entered Montalegre. They marched out again yesterday to meet the Government reinforcements.

AMERICAN AVIATOR KILLED.

LONDON, October 20th.

At Macon, in Georgia, an aviator named Ely fell from his flying machine and was killed.

NEXT M.B.K. STEAMERS.

LONDON, October 20th.

Mr. Birrell, speaking at Ilfracombe, said the Government aimed at creating in Ireland yet another parliament in the Empire subordinate to the Imperial Government, and would face the financial difficulty boldly, and in no niggardly spirit.

OBITUARY.

LONDON, October 20th.

The death is announced of Mr. John Conacher, Chairman of the Cambrian Railways, whom the Government consulted on railway projects in South Africa, Uganda, and Nyasaland.

EXTENSION OF THE N.Y.K. SERVICE.

THE BUMBOURSES OF AN INCREASE OF CAPITAL.

The Nippon remarks that in view of the prevailing tendency among shipping circles all over the world, the Nippon Yusen Kaisha has decided to replace five out of eleven ships on its European line with boats of 10,000 tons. The approval of the Minister of Communications has been obtained, and that the scheme would be laid before the coming general meeting of the company. Upon inquiry, the Nippon learns from Mr. Kondo, president of the company, that the company has decided to build new ships as mentioned, but has not the slightest idea of increasing its capital for that purpose. The cost of the steamers is to be defrayed out of the reserve, spreading the amount over a period of from three to five years as contended works. When the Panama Canal is opened, it will be necessary for the company to increase its boats to South America via Panama; then, perhaps, an increase of capital may be necessary. In the present position of the

CANTON.

[FROM OUR OWN CORRESPONDENT.]

October 19th.

THE VICEROY.

Rumours have been afloat for several days past that His Excellency the Viceroy is shortly to be appointed to the Szechuan Viceroyalty. The reason of this is said to be that H. E. has proved himself such a strong man in dealing with the revolutionary section of the community here that he is deemed just the right man to deal with the similar element in the great Western Province. Rumour also has it that H. E.'s successor will be the present Viceroy of the two Kiang Provinces. As far as I can gather, however, these reports are not based on any direct official statement, and are therefore to be taken for what they are worth. The Viceroy has, doubtless, shown himself to be a strong man, and, considering the present discontented state of the two Kwong provinces, it seems a poor proposal to take away such a capable man from the head of affairs, if indeed, such a step is contemplated. The Viceroy, however, seems to have stirred up against himself a considerable number of enemies, especially among a powerful coterie of Cantonese officials in Peking, and the reason of this enmity seems to be H. E.'s attitude toward the Macao Boundary question. If the Viceroy is indeed to be removed it is likely that this coterie has had a hand in the removal. Difficult as is the situation here, that in Szechuan is doubtless more difficult, and of course there is no guarantee that H. E.'s policy in that province would be as successful as that of his here, and every error of statesmanship would be yet another excuse for his enemies to stir up further strife against him.

A BARBAROUS PUNISHMENT.

Latterly there have been a large number of cases of robbery and brigandage on Honan island, and though but scant sympathy can be felt for the perpetrators of these crimes, yet one cannot but protest against the barbarous punishment meted out against these offenders by the Government when the police happen to be fortunate enough to catch one. The following is an example of how the authorities have lately been dealing with these law-breakers. A man was arrested and charged with having been a member of a band of dacoits and was found guilty. Now it is a principle of Chinese law that no person receives his sentence until he has confessed the crime. As this man was sentenced to be beheaded, it is supposed that he confessed and was, presumably, guilty. In spite of torture having been officially abolished, those of us who know China are aware that there are various "methods" still remaining to the mandarins to extort confessions, either real or bogus, from the unfortunate culprit. Whether this man's confession was obtained in this way cannot of course be said; but, be that as it may, the prisoner was beheaded publicly in an open thoroughfare and his decapitated body was allowed to lie decomposing on the ground for three whole days, whilst his head, struck on a bamboo pole, was elevated for a similar period. The native who gave me this information and who was an eye-witness of this gruesome spectacle told me that he "wept with pity" when he saw it. Apart from all questions of decency and humanity, such actions at the present juncture are extremely bad policy, for by the rigour of such punishments persons are led to cry out against the methods and aims of the present régime. Some of the persons who saw this sight had doubtless been abroad and must have mentally contrasted the state of things existing here with that of the countries they had visited, and they and the students present who had read about how the law is administered in enlightened lands must have found a spirit of disgust for existing native methods creeping over them. Surely now, if at any time, the Government should do all it can to keep on the right side of the public and to do nothing to alienate the sympathies of the people. As before said, scant pity can be felt for the robbers and bandits that infest these districts, but, for all that, it is to be remembered that if the government would bestir itself to do something for the education and uplifting of the poor and if the police were to do the work they are paid to do and for which people are heavily taxed, a hundred part of these criminals would not exist, but as long as Chinese officials hold the principle that Government exists for the benefit of the governors and not for the governed things are not likely to make any material improvement.

THE BIRTHDAY OF CONFUCIUS.

Yesterday was observed as the anniversary of the birth of Confucius, and all schools, colleges, literary institutions and the like were closed in honour of the day, while the offices of the various vernacular journals were also decorated in honour of the occasion. During the past few years the Confucian Association has been making great efforts to spread abroad among the people the doctrines of this philosopher, and there is no doubt but what great success has attended the efforts of this body, nearly every small town and village possesses a branch of the Association. Efforts are also doubtless being made to elevate the deceased sage to the rank of a deity, an honour, which, in view of his own words, one may be forgiven for doubting if he would have appreciated. The 27th of the 8th moon, is known to the Chinese as *Hung Fushing tsan*, which may be freely rendered as the "holy birthday of Confucius," the word *tsan* being the same as that used to designate the birthdays of the multitudinous gods and goddesses in the Chinese pantheonology. Yesterday morning the officials went early to pay their respects before the tablets of the great teacher in the Confucian Temple. Later on the students of the various schools and colleges did the same. This ceremony might indeed be rendered very impressive if proper arrangements were made. As it is, half of the

space of the room containing the tablets was taken up with a crowd of coolies, while the actual students had almost to fight their way in, and not a tenth part of those who entered caught a glimpse of the tablets. Many of the schools themselves were beautifully decorated and the Ellis Kadoorie Society's College in Honan was no exception. Considerably more than \$100 had been collected by the students and used in the decoration of the building, and the effect produced was pleasing and tasteful. In this College, the procedure of which is typical of that of all others, the Committee first made obeisance before the portrait of Confucius, after which the members of the staff did the same. Then class by class the scholars came in and bowed, and as all was done in good order and due reverence the scene was impressive. Later in the day refreshments were served out to visitors, and the rest of the day was taken up by the scholars in perambulating the gaily decorated vestibule and hall. During the day there was a good deal of crackle-firing in the city, but the aim of the Confucian Society to make the day a public holiday with all shops closed—a counterpart in fact of Christmas Day—cannot be said to be meeting with any great success.

THE PROPOSED NEW ROAD ON THE PEAK.

TO CONNECT CHAMBERLAIN ROAD WITH PLANTATION ROAD.

The following report of proceedings of the Public Works Committee, at a meeting held on the 28th September, was laid before the Legislative Council on Thursday:—

Present:—The Hon. the Director of Public Works (W. Chatham, C.M.G.), Chairman; Hon. the Colonial Treasurer (A. M. Thomson); Hon. Mr. Wei Yuk, C.M.G.; Hon. Mr. Ross. The Chairman explained that it had been decided to construct a road on the line indicated above and a track had been cut to show approximately where it would run. A petition had, however, been received from a number of residents requesting that, instead of following the track which had been cut, the road should be extended to a point on Plantation Road near the western boundary of Kuril Building Lot 27, thus obtaining an easier gradient that that afforded by the latter road above the point where the track referred to joins it.

The Chairman read the petition and explained that, as at present proposed, the road would have a gradient of 1 in 20 for a short distance from Chamberlain Road and would be practically level for the remainder of its length to its junction with Plantation Road. Beyond this point, Plantation Road had an average upward gradient of 1 in 15, whilst an extension of the proposed road, which it was also intended to construct, from the same point, would have a downward gradient of 1 in 16. This extension should open out some possible building sites above the houses on Barker Road. The petitioners' proposal, if adopted, would afford a gradient of about 1 in 40 to the new point of junction with Plantation Road, but the gradient of the road to open out the new building sites would then become about 1 in 62. There were difficulties also in the way of carrying out the petitioners' proposal on account of some large masses of rock which would be traversed by the road and which, owing to the excessive steepness of the hillside, it would be extremely difficult to deal with. The track which had been cut avoided these masses of rock, running just below them. These facts had been communicated to the Hon. Mr. H. E. Pollock, K.C., on behalf of the petitioners. His reply, in which it was pointed out that, apart from the considerable number of people living near Plantation (Gap), regard should be paid to the large number of residents in the Peak Hotel, who might desire to use the road, was read.

After full discussion, it was unanimously agreed to recommend that the road should be constructed on the line of the track which had been cut.

THE TROUBLE ON THE "MINNESOTA."

With reference to the detention of the G.N. steamer *Minnesota* at Yokohama, the Japan Gazette reports that Mr. Nagai, of the N.Y.K. Yokohama office, met some representatives of the Chinese strikers, when they made the following demand:—

(1) That the family of Huang Ken, who died on board during the last voyage from Seattle, and four others, who were injured, be presented with Y550.

(2) That assurance be given in writing by the Company that no legal action will be brought against the present Chinese strikers on their arrival at Hongkong, the document being countersigned by Captain Garlick, Mr. Nagai, Mr. C. F. McWilliams, and the U.S. and Chinese Consul-General.

(3) That the lives of the Chinese members of the crew be protected by Japanese police during the voyage as far as Hongkong.

(4) That the full wages of the Chinese who landed at Yokohama be paid upon their arrival at Hongkong.

It is said that the second and fourth demands were immediately accepted by the Company. As to the first demand the Nippon Yusen Kaihatsu, the agency for the G.N.S.S. Co., sent a telegram of inquiry to the Company's office at Seattle. With regard to the third demand the N.Y.K. approached Governor Sato, but the application was rejected on the ground that the authority of Japanese officials null annuls Japanese territory. In the event of the first demand being accepted by the Company, the Chinese firemen will be escorted by a foreign employee of the N.Y.K. instead of by Japanese policemen, as far as Hongkong.

Later on contemporary learned that Governor Sato accepted the request of Captain Garlick, who asked the Japanese police, through the U.S. Consul-General, to escort the Chinese firemen as far as Hongkong. The Yokohama Harbour Police are ready to detail three officials on board the *Minnesota*. The Nippon Yusen Kaihatsu is reported to have decided to present its own money, to the amount of Y550, to the Chinese firemen towards the expenses of their stay ashore in Yokohama, not in compliance with their demand in connection with the alleged casualties among the Chinese.

HONGKONG LEGISLATIVE COUNCIL.

(Continued from yesterday.)

FOREIGN OFFENDERS (No. 2) AMENDMENT ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill entitled, "An Ordinance to amend the Foreign Offenders' Detention Amendment Ordinance, 1911."

The COLONIAL SECRETARY seconded, and the Bill was read a first time.

According to the objects and reasons attached to the Bill, His Majesty's Secretary of State has approved the principle of the main object of Ordinance No. 23, 1911, but does not sanction the principle underlying the secondary object of that Ordinance, which was to take away from Foreign Offenders, brought in custody into the Colony, the right of showing cause to the Magistrate why they should not be committed to goal there to await the order of the Governor under Ordinance No. 1 of 1872.

BILL REVISION ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill entitled, "An Ordinance for further promoting the Revision of the Law by amending certain parts of enactments which have ceased to be in force or have become unnecessary."

The COLONIAL SECRETARY seconded, and the Bill was read a first time.

LAW REVISION ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill entitled, "An Ordinance to amend the Railways Ordinance, 1909."

The COLONIAL SECRETARY seconded, and the Bill was read a first time.

The objects and reasons stated that this Bill renders it possible for General Rules to be made with regard to granting free passes, and also puts restrictions on the carriage of dangerous goods.

MERCHANT SHIPPING AMENDMENT ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill entitled, "An Ordinance for promoting the General Revision of the Law by repealing certain enactments which have ceased to be in force or have become unnecessary, by amending certain other enactments which stand in urgent need thereof, and by incorporating certain amending Ordinances in their respective principal Ordinances."

The COLONIAL SECRETARY seconded, and the Bill was read a first time.

The objects and reasons state that Clause 2 of the Bill relieves steam trawlers and other mechanically propelled fishing vessels from some of the requirements of the Principal Ordinance with regard to the certificates of competency of their officers. Clause 3, on the analogy of section 9 of Ordinance No. 10 of 1887, which dealt with vehicles on land, provides a fitting punishment (\$50 fine or two months' imprisonment with or without hard labour) for persons who hire boats and refuse to pay for them. Clause 4 requires all junks within the waters of the Colony to be licensed. Formerly licensing was not compulsory and could only be effected under sub-sections (14), (15) and (16) of section 39 of the Principal Ordinance, which is repealed by the Bill. Formerly also section 39 of the Principal Ordinance dealt with junks and section 40 with boats, lighters, hulls, etc. The new section 39 contains all that it is desirable to retain of both sections. The terms "vessel," "ship" and "junk" are defined in section 2 of the Principal Ordinance. In the new Table T the fees for fishing licences remain as before, but the fees for trading licences are increased because the special permit is done away with except under exceptional circumstances. Licences in future are to be supplied in book form, and so form a permanent history of the vessels in respect of which they are issued. In the new Table U there is but little change. In accordance with the terms of the new section 39 of the Ordinance, Revenue Officers are given powers similar to those possessed already by Police and Harbour Department Officers and persons on board vessels stopped and searched are required to give information as to the ownership of the vessel.

DEFENCE CONTRIBUTION AMENDMENT ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill entitled, "An Ordinance to amend the Defence Contribution Ordinance, 1911."

The COLONIAL SECRETARY seconded, and the Bill was read a first time.

This Bill, which adds two provisos to section 3 of the Principal Ordinance (Ordinance No. 1 of 1911), is introduced at the suggestion of His Majesty's Secretary of State for the Colonies. It has, moreover, been agreed to by the Lord Commissioners of the Treasury and the Army Council. Section 3 of the Principal Ordinance reads as follows:—"From the 1st day of January, 1911, a sum equivalent to twenty per centum of the Colonial Revenues shall be appropriated yearly to the Imperial Government as a contribution for the defence of the Colony. Such sum shall be in lieu of that mentioned in the Defence Contribution Ordinance, 1896."

LIQUORS AMENDMENT ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill entitled, "An Ordinance to amend the Liquors Consolidation Ordinance, 1911."

The COLONIAL SECRETARY seconded, and the Bill was read a first time.

This Bill, which adds two provisos to section 3 of the Principal Ordinance (Ordinance No. 1 of 1911), is introduced at the suggestion of His Majesty's Secretary of State for the Colonies. It has, moreover, been agreed to by the Lord Commissioners of the Treasury and the Army Council. Section 3 of the Principal Ordinance reads as follows:—"From the 1st day of January, 1911, a sum equivalent to twenty per centum of the Colonial Revenues shall be appropriated yearly to the Imperial Government as a contribution for the defence of the Colony. Such sum shall be in lieu of that mentioned in the Defence Contribution Ordinance, 1896."

LOSS OF THE "IXION."

Two telegrams, from Benecoolen, dated 3rd inst., to the *Butoria News*, stated that fire broke out that day on board the *Ixion*, a boat belonging to the Ocean Steamship Company. The ship is a total loss. The *Ixion* left Batavia on September 30, and the fire occurred when the ship was to the north of the island of Engano. The crew left the ship in two sloops, which, owing to the darkness at the time, collided with one another, with the result that some of them containing 7 Europeans and 17 Chinese got into difficulties, and up to last advice had not turned up (at Benecoolen). It is presumed that the boat is lost. The agents at Batavia, Messrs. MacInnes, Watson & Co., received the following telegram from Benecoolen on the 3rd inst.:

"We left the *Ixion* 25 miles to the north of Engano. All the hatches and bulkheads are on fire. The ship was under steam up to yesterday. The captain, the first and second officer, the doctor, four engineers and 15 of the crew have landed at Benecoolen. The third officer, 6 Europeans and 7 (other cables say 17) Chinese are missing."

The *Ixion* was a boat of 3,489 tons measurement. She was brought out in 1892, and was lastly commanded by Capt. De Boer. The cargo consisted chiefly of Java products such as 4,000 lbs. pepper, 4,000 cases tin, 2,000 bales cotton, and 3,000 boxes tobacco. A Dutch Government steamer has put off to the scene of the fire to avert danger to other ships.—*Straits Times*.

take in the Principal Ordinance. It reinstates the provisions of section 32(1) of Ordinance No. 8 of 1898 which were accidentally omitted in the consolidation. The amendments (f) to (r) inclusive are due to the introduction of a more simple set of forms. The amendment (e) is intended to make it clear that the provisions of section 6 of the Principal Ordinance are not meant to apply to those who import solely for export, and (t) makes the meaning of section 6 (3) of the Principal Ordinance more clear. Clause 4 of the Bill is due to a suggestion by the Editor now engaged on revising the Ordinances to the effect that the term "King's" warehouses is not quite an accurate description of the General Bonded Warehouses which are used.

HONGKONG SHARE MARKET.

Messrs. Vernon and Smyth in their weekly share report dated October 20th state:—

Business generally continues much restricted, but on the whole rates are well maintained, and in some instances show a tendency to advance. "Rubbers" are practically unchanged during the interval, but have failed to attract more than passing attention. Fine Hard Para closes at 4½ per lb. sellers. The market rate of discount is somewhat easier at 3½ per cent, but the Bank of England is unchanged at 4 per cent. Bar Silver closes at 24½ firm, and Sterling T.T. at 19½. The Bank's buying rate for 3 d's bills on Shanghai is to-day quoted at 7½.

BANKS.—Hongkong and Shanghai have been sold to the North at prices ranging up to \$910; but have since eased off to rates at \$902, the market closing with probable sellers. The last London rate wired per "Bourse" is £81.

MARINE INSURANCES.—Unions have sold and are in further request at \$942. North Chinas are quiet with sales to Shanghai at Tls. 160. Cantons are quiet at \$200 ex dividend of \$16 per share paid to day, and Yangtze are on offer at \$225 ex 7½.

FIRED INSURANCES.—Hongkongs are steady at \$560, and Chinas at \$12.

SHIPPING.—Hongkong, Canton and Macao have been booked at \$27 and close steady. Indo-Chinas China and Manila, Douglass, and Star Ferries are unchanged, and without business reported. Shell Transports can be placed at \$36, but no shares are obtainable locally.

REFINERIES.—China Sugars are easier with sellers at \$135. Luxons have been booked at \$37 and \$35, and can now be obtained to a small extent at the latter rate.

MINING.—Chinese Enginings have been booked at Tls. 14. Raubs have been booked at the advanced rate of \$44, at which buyers prevail.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have been sold at \$50, and more shares are procurable. There are sellers of Kowloon Wharves at \$50, but no buyers reported. Shanghai Docks are quoted at Tls. 59½ nominal, and Shanghai and Hongkong Wharves at Tls. 56 buyers.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have improved further, and can now be placed at \$103. Kowloon Lands have been booked and are wanted at \$28. West Points are firm at \$47, and Hongkong Hotels at \$119 (old) and \$75 (new). Humphreys Estates are a neglected market at \$7½ with sellers.

COTTON MILLS.—Hongkongs are on offer at \$55 with no buyers. Mail advices from Shanghai quote Eros at Tls. 97, Internationals Tls. 51, Lao Kung Mows Tls. 72, and Soy Tls. 30.

MISCELLANEOUS.—Dairy Farms have been booked at \$214; Cements at \$4.10 and \$4.15; China Providents at \$2½; Hopes at \$18, and Union Water Boats at \$7½. Langs cross Easter with probable sellers in the North at Tls. 76.

HUBBERS, ETC.—Closing quotations (middle price) were received from London by wire to-day.

EDIBLES

LONDON ASIATICS

LONDON VENTURES

UNITED SERDANG

ALLIGARS

BATA TIGAS

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

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P. O. Box, 35. Telephone No. 12. Telegraphic Address: Press Codes A.B.O. 5th Etch'cher's.

NEW ADVERTISEMENT.

ARTISTES WANTED IN SINGAPORE.

WANTED, Really Good Reliable Variety Acts and Novelties of all Descriptions for the Alhambra Cinematograph Theatre, Singapore. None but the best need apply. Performers wishing to visit India for the Great Durbar Season can have fares to Singapore and two weeks' Guaranteed. No Sunday work. For immediate dates, Cable Costello, Alhambra, Singapore. When writing send Photos and describe performance.

[1282]

FROM EUROPE.

THE "HANS" Steamship

"FREIENFELS."

Captain Sandstedt, having arrived, Conaugues of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given To-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claim will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 25th inst. at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 20th October, 1911. [1283]

NORDDEUTSCHE LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"YORK," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 26th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst. at 9.30 A.M.

All Claims must reach us before the 30th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHE LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 19th October, 1911. [1284]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NAMUR," FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignee will be sorted out by Mark as the Goods are landed. Delivery may be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 26th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees' and the Company's surveyors, Messrs. Goddard and Douglas, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 20th October, 1911. [1285]

WANTED.

FURNISHED ROOM with Board in Kowloon, for 1st November. State terms.
123.
Care of "Daily Press" Office.
Hongkong, 3rd October, 1911. [1286]

NOTICE.

THE TELEPHONE DIRECTORY for 1912 is now in course of preparation, and Subscribers requiring any alteration thereto, or intending New Subscribers are requested to communicate their wishes to the undersigned within the next 14 days.

THE CHINA & JAPAN TELEPHONE & ELECTRIC CO., LTD.
Hongkong, 19th October, 1911. [1287]

BROWN, JONES & Co.

ITALIAN MARBLE FIGURES, CROSSES and HEADSTONES, BLACK, RED and GREY GRANITE MEMORIALS in Stools, etc. WREATHS with Glass Shades from \$4 up. BROWN, JONES & Co., LTD.
41 Morrison Hill Road.
Telephone 423. 16th October, 1911. [1288]

PUBLIC COMPANY

SOENGEL RAMPAH RUBBER COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the FIRST ANNUAL GENERAL MEETING of this Company will be held at No. 84, Des Voeux Road, Hongkong, on THURSDAY, the 2nd November, 1911, at 4.30 P.M., for the following purpose, viz.—

1. To receive and consider the Balance Sheet; and

2. The Report of Directors.

3. To fix the Directors' Fees and retiring Auditors' Fees, to elect Auditors for the ensuing year, and to elect a Director.

4. To transact any other business that may arise.

Notice is hereby given that the TRANSFER BOOKS of the Company will be CLOSED from the 19th October to the 2nd November, 1911, both dates inclusive.

By Order of the Directors,
C. N. G. WALKER,
Secretary.
84, Des Voeux Road, Hongkong.
Dated 16th October, 1911. [1289]

FOR SALE

FOR SALE

YACHT "CASTLE PEAK" sails, anchor, accessories. On View. C. Y. C. anchorage. For particulars apply—
Mr. OTTO KONG SING,
Solicitor,
12, Queen's Road Central.
Hongkong, 16th October, 1911. [1290]

FOR SALE

A Moderate Price, 40 ACRES OF LAND in the Colony, suitable for Chicken Farming or Raising Pigs or Cattle. Apply to—
Care of "Daily Press" Office.
Hongkong, 12th August, 1911. [1292]

FOR SALE

DEERRINGTON, 7-Broomed House, Peal Road, beautiful situation. For Terms, apply to—
C. SCHRATER,
Care of Messrs. GARNER, BARNES & Co.,
King's Building, IIIrd.
Hongkong, 10th July, 1911. [1293]

AUSTRALIAN BUTTER.

There is
Nothing better than the best.
We keep it.
Do you want it?

FOUR BRANDS!

FOUR PRICES!

Fresh, Sweet, Firm and solid as ice.

THE DAIRY FARM CO., LTD.
[1294]

JUST UNPACKED!

BEST AND MOST RELIABLE ARTICLE
"CAEICKOO,"

SOAP SHUNK

for Shirts, Pyjamas and Blouses;
also Silk and Woolen Flannels.

HOOSAIN-ALI & Co.

No. 14, Queen's Road Central,
Hongkong, 7th October, 1911. [1295]

STOCKTAKING SALE.
(FOR 15 DAYS ONLY.)

SILK FANCY GOODS
of all kinds

At Extremely Low Prices.

BARGAINS! BARGAINS! BARGAINS!

D. CHELLARAM,
56, Queen's Road.
Hongkong, 2nd October, 1911. [1296]

A LING & CO..
19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [1271]

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THE CHINA & JAPAN TELEPHONE & ELECTRIC CO., LTD.
Hongkong, 19th October, 1911. [1280]

BROWN, JONES & Co.

ITALIAN MARBLE FIGURES, CROSSES and HEADSTONES, BLACK, RED and GREY GRANITE MEMORIALS in Stools, etc. WREATHS with Glass Shades from \$4 up. BROWN, JONES & Co., LTD.
41 Morrison Hill Road.
Telephone 423. 16th October, 1911. [1281]

INTIMATION

LANE, CRAWFORD & CO.,

(TELEPHONE 97.)

SPORTS SEASON 1911 - 1912 SPORTS FOOTBALLS, ASSOCIATION AND RUGBY.

THE GENUINE "MCGREGOR" \$10.50 each.
as used in International Matches.

OTHER MAKES FROM \$6.00 each.

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STUART SURRIDGES PATENT "RAPIO DRIVER" \$16.00 each.

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LANE, CRAWFORD & CO.

[1088]

INTIMATIONS

MINISTERING CHILDREN'S LEAGUE
UNDER THE PATRONAGE OF
HIS EXCELLENCE THE GOVERNOR
AND LUGARD.

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RESERVE FUNDS \$15,000,000

STERLING £1,500,000 at 2/- = \$15,000,000

SILVER \$16,750,000

ESERVE LIABILITIES OF PROPERTIES \$15,000,000

COUNT OF DIRECTORS.

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MANAGER:

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N. J. STABE, Chief Manager.

Hongkong, 5th October, 1911. [19]

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WHY SHOULD WOMEN KISS? A PROTEST AGAINST UNNECESSARY DEMONSTRATION.

[BY MRS. HUMPHREY ("MADGE").]

Will some energetic writer start a crusade against conventional kissing, especially during hot weather? Why should women kiss each other every time they meet? An enormous amount of superfluous kissing goes on among them. It is generally unnecessary, and often very disagreeable. I called on some friends the other morning; they numbered four, and I was the recipient of sixteen kisses on arriving and of eight on going away. I knew them to be mere conventions, and assessed them as such. If I could without courtesy have avoided them I should gladly have done so. It was a very hot day.

Feeling certain that thousands of women, certainly the majority, if not all, share the objection to being kissed, I would suggest that a campaign should be organised against these labial assaults. Coming down in the morning with fresh cheeks and in good humour with all the world, one's face has to be the paradigm of many lips. This is not refreshing, and finger-glasses would be welcomed at the morning meal where over-much kissing is the custom.

Women would more easily be cured of the habit of the kiss conventional if they were aware that the custom arose in the pre-Darwinian days, when animals licked one another as a token of affection. Europeans and Americans appear to be almost the only nations who practise osculation. In Japan it is unknown. The Chinese keep it rigidly and exclusively for "lovers," and regard our kisses of friendship as odious, and suggestive of cannibalistic tendencies. The Chinese child is threatened with a white man's kiss in the same circumstances where the English nurse would suggest a bogey man. The Japanese prefer to express affection by "arts of exquisite courtesy and kindness."

THREE KINDS.

The ancient Romans had three words for the kiss: *osculum* for friendship, *balsus* for affection, both of these varieties bestowed upon the forehead or cheeks, and *suum* for love, on the lips. This appears to be such a sane division of osculatory carcasses that it is regrettable that it should not have survived. But even then it would not entirely meet the case of the kiss conventional bestowed haphazard upon each other by all sorts and conditions of women. It is really an infliction on one's individual prerogative. Even the contact of ungloved hands is occasionally unpleasant; the kiss indiscriminate how much worse! There are many good reasons against kissing, noses and hats bring among the number. It is amusing to see two women with large noses preparing to kiss each other.

Kissing is a custom of the middle classes, upper and lower. Women of the higher class do not practise it in nearly the same degree. Why should we not give it up entirely, so far as its conventionality is concerned? It would then mean something. Why not reserve it for moments of affection, when the deeps are stirred; when we part for a time and feel the grief of it; when we meet again and know the joy of it? But as matters are now, it is an absolutely meaningless performance, and a troublesome convention of which most of us would gladly be quit. Let kisses be left for lovers; Mrs. Jones and Mrs. Smith can surely express all they feel in a hearty handshake, and would be saved the trouble of raising a more or less flimsy veil in order to receive the perfunctory labial salutes of their acquaintance. It is a primary law of good manners that we should respect each other's personal rights. No well-bred man or woman comes into unnecessarily close contact with a fellow passenger in a train, and even in the most crowded streets it is only the rudest who disregard this bit of ordinary politeness. And yet the world of women goes on kissing each other, a form of assault which should be an indictable offence.

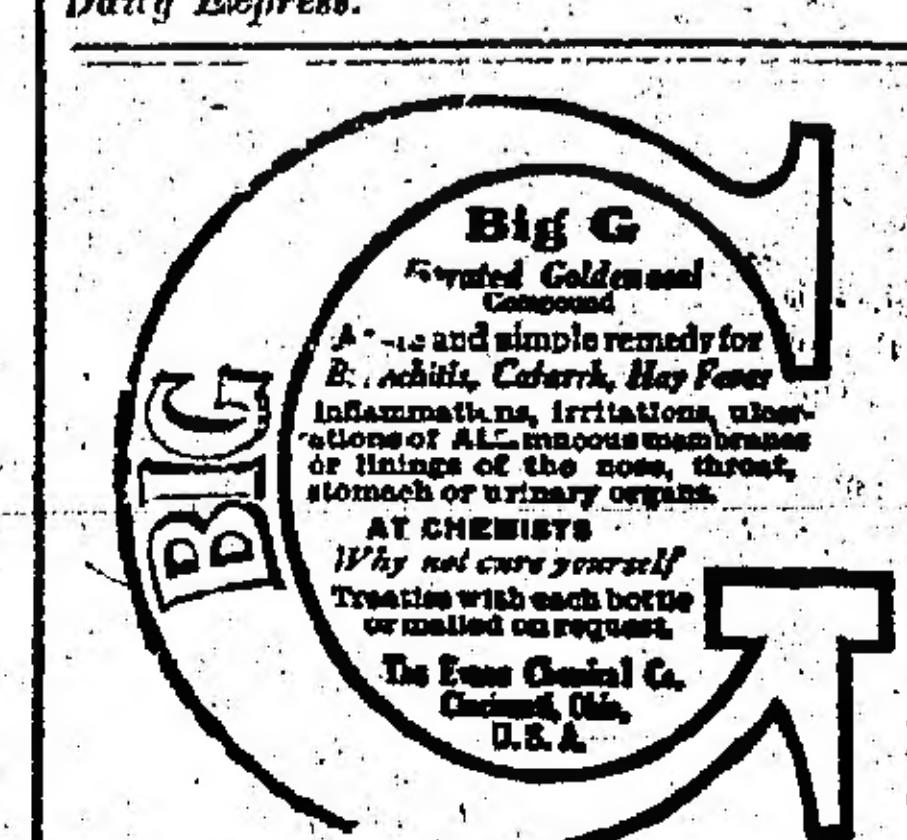
PAINT AND POWDER.

Its suppression would be welcomed by those who wear paint and powder. It is amusing to notice the evident alarm depicted on their countenances when they are threatened with a kiss. When a demonstrative girl dashes at one of these, unwitting of rouge or powder de rite, and confers a largesse of kisses upon the delicate preparation wherewith the pretty cheeks are coated, the afflicted proprietress, who has probably expended an hour or more upon the careful arrangement, feels all the more irritated because the dabs give it no expression. Her temper may be ruined for the day.

It is surprising that with all the kissing that goes on in our so-called civilised England, so little advance should have been made in the science of bestowing a kiss. Very few persons understand the art. Neatness is forgotten, and the first impulse of the kisses is to wipe away all traces of the offending salute, as speedily as may be consistent with politeness. Others deliver a peck upon the cheeks, and, in some cases, by no means a small peck. There are vigorous women whose labial buffettings are quite enough to produce a toothache in a sensitive jaw. Their kisses jar the kisser's whole head. One never knows where the wild kisses of others may alight. With inward shrinking one offers a cheek, wondering what may be going to happen to it, and the result often justifies one's worst fears. The poor cheek is discomfited by the assault of lips that have had no training in the art of osculation.

WANTED, A LEADER.

Who will rid us of this senseless form of salutation? Who will start a Society for the Suppression of Superfluous Osculation? All members should pledge themselves to be parsons with labial saints. The cost of membership should be very slight indeed, in order that all classes might join in this protest against a bad habit. In fact, the funds needed would be only sufficient to cover the expense of circulating literature on the subject. The day would be won if such a society could only make conventional kissing ridiculous. And after all, there is very little to be said in its defence. Adherents would rush in, appreciating the deliverance from onewhale salutes that would certainly ensue. Perhaps a little badge might be worn which would be a defence, and also an advertisement of the scheme. A prize might be offered for the best design for such a badge.



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and from ALL WINE MERCHANTS.

[56]

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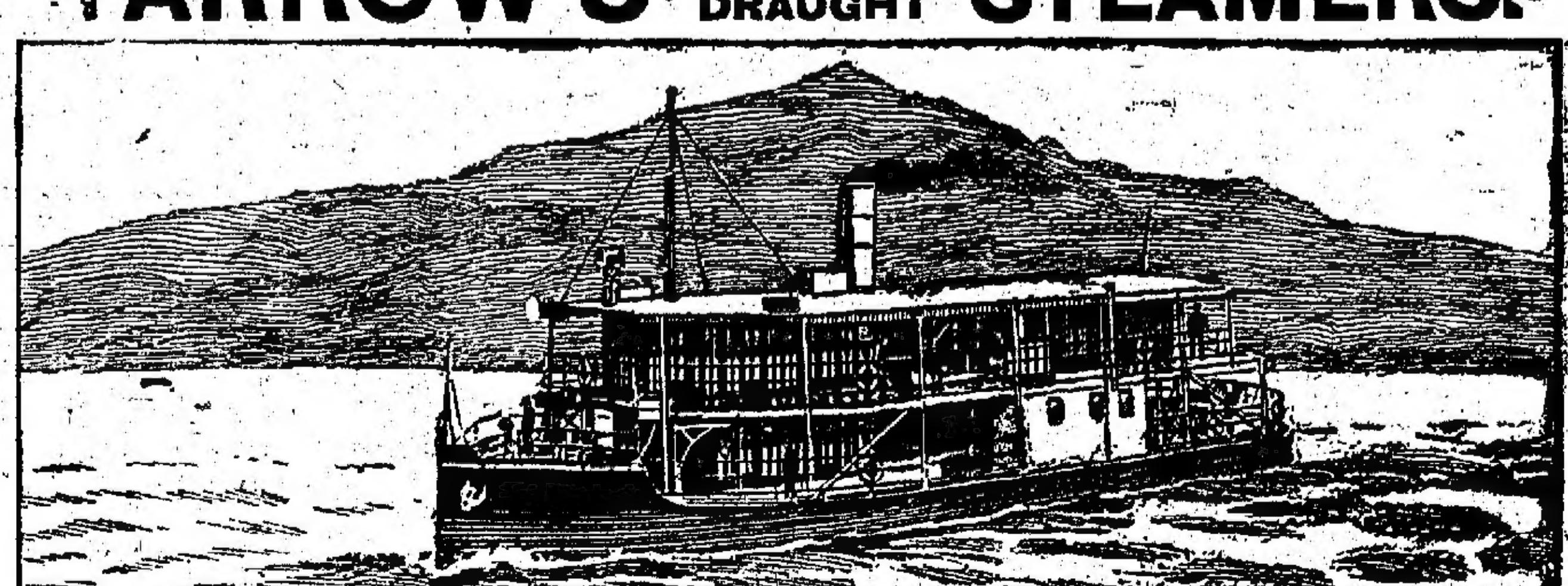
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193

RUBBER SHARES.
SINGAPORE QUOTATIONS.

Singapore, October 14, 1911.

(MESSRS. LYALL AND EVATT'S LIST.)
Nom. Value. Buyers. Sellers

| 20 Allagar | 352 3-8 | |
|----------------------------|--------------------|--|
| 20 Options | 1 16101 | |
| £1 Anglo-Java | 4 4-9 | |
| 1 Anglo-Johore | 62 7-6 | |
| 25 Anglo-Malay | 16 17-6 | |
| £1 Anglo-Sumatra | 576 67-6 | |
| 1 Ayer Kunung | 176 21-6 | |
| 1 Benteng | 40 46 | |
| 25 Batu Malaka | 189 2 | |
| £1 Batu Caves | 210 232-6 | |
| 1 Batu Tiga | 71 78-9 | |
| 1 Baworto Borneo | 176 208 | |
| 1 Brunei Ksang | 42 6 43-6 | |
| 1 Bukit Liang | 72 6 80-9 | |
| 25 Bukit Mertajam | 245 23-9 | |
| £1 Bukit Rajah | 205 230 x div. | |
| 25 Bukit Selangor 1x pd. | 18 dis. -6 div. | |
| £1 Care United 5s p.d. | 68 9-9 | |
| 1 Castlefield | 107 6 118-3 | |
| 25 Cheras | 383 3-7 | |
| 25 Cheras options | 1 1-8 | |
| 25 Chempai | 1 1-1 1-3 | |
| 25 Ciclay Ord | 30 34-6 | |
| 25 Cilegion Prof | 30 35 | |
| 25 Consolidated Malay | 156 168-3 x div. | |
| £1 Damansara | 97 6 107-6 | |
| 1 Denshaw | 22 24-3 | |
| 25 Edinburgh | 84 9-3 | |
| £1 Federated Selangor | 180 210 x div. | |
| 25 Jelang Besar | 3 9 4-5 | |
| £1 Geloend | 70 80-9 x div. | |
| 1 Golden Hope | 77 88-9 x div. | |
| 1 Hojor | 69 7-3 | |
| 1 Hupden | 172 6 198 | |
| 25 Hewwood | 452 4-42 x div. | |
| £1 Highland & Lowlands | 75 8 79-6 x div. | |
| 1 Hugh Kenneth | 140 152 5 x div. | |
| 25 Jasir | 18 182 | |
| £1 Johore R. Lands 10s pd | 68 106 pm. | |
| 1 Juru | 11 9 14-8 | |
| 25 Kampong Kwantang | 9-6 11-3 | |
| 25 Kuananing 1st pd. | 210 354 5 pm. | |
| 25 Kuananing f.p.d. | 581 6 68-4 div. | |
| £1 Kapar Para | 9 10-3 | |
| 1 Kapitigalla | 110 12-6 | |
| 25 Kepeng | 1 10 2-3 | |
| 25 Kota Tinggi | 112 6 123-3 | |
| £1 Kuala Lumpur | 9 10 | |
| 25 Labu (F.M.S.) | 63 6 70-71 x div. | |
| 25 Lamdon | 65 6 62-6 | |
| 1 Ledbury f.p.d. | 22 6 276 pm. | |
| 1 Linggi Ord. | 35 9 37-6 | |
| 25 London Asiatic | 9 10 10-9 | |
| 25 Lunut 16s pd. | 9 14 pm. | |
| 1 Malacca 75% Prof | 137 6 148-2 | |
| 1 Ord | 141 5 154-6 | |
| 25 Melinau | 3 6 3-9 | |
| 25 Options | 1 5 1-10 | |
| £1 Mount Austin | 27 6 314 x div. | |
| 1 N'Hommock 16s pd. | 58 6 65 pm. | |
| 25 Padang Jaws | 2 3 2-6 | |
| 25 Pasang | 37 6 41-3 | |
| 25 Pelaih | 3 6 4-5 | |
| 25 Perak | 6 6 7-6 | |
| 25 Penas | 16 14-9 | |
| 25 Port Dickson 40 pd. | 2 2 pm. | |
| 25 Pribina Pref. | 215 25 | |
| 1 R. East of Johor | 15 4 40-8 | |
| 25 R. East of Krian | 2 7 3-8 | |
| £1 R. Invest Trust 10s pd. | 63 7 75 pm. | |
| 1 Sagor | 182 6 20-4 | |
| 1 Sipong | 23 25 25 | |
| 1 Sealed | 85 9 95-6 x div. | |
| 25 Selangor | 3 8 4-3 | |
| 25 Sembilan | 28 4 30-8 | |
| 25 Seremban | 58 9 65 | |
| 1 Shillford | 48 9 51-6 | |
| 1 Silindang Para | 39 3 42 6 | |
| 25 Straits S. Berian | 5 3 5-7 | |
| 25 Straits Rubber | 83 9 95-6 x div. | |
| 25 Sunan Para | 8 3 9-5 x div. | |
| 25 Sungai Chok | 61 5 70-6 | |
| 25 Sungai Kapar | 9 6 106 x div. | |
| 25 Sungai Krian Pref | 25 27-6 | |
| 1 Sungai Salak | 6 3 7-9 | |
| 1 Sungai Way | 9 5 107-8 | |
| 25 Tanjong Malim 12s pd. | 18 dis. -11 div. | |
| 25 Tangkai Pref | 163 236 | |
| 1 Telru | 53 3 58-9 | |
| 25 Tremelbye | 92 6 98-9 | |
| 1 United S. Berian | 92 6 10-8 | |
| 1 United Sun Botong | 21 23 | |
| 2 United Sumatra | 6 4 7-8 | |
| 2 United Temisong 15s pd. | 84 dis. -11 div. | |
| 25 Vai d' Or | 15 10 2-3 | |
| 25 Villabrossa | 26 6 281 x div. | |
| 25 Yano Sung | 7 3 8-6 | |
| 25 Alor Gajah | 81 35 1 142-1 | |
| 10 Aver Hitam | 34 00 36 00 | |
| 1 Ayer Kunung | 0 60 0 70 | |
| 1 Ayer Moluk | 1 77 1 82-1 | |
| 5 Ayer Panas | 4 70 4 75 | |
| 1 Balowrie | 7 25 7-7 | |
| 25 Belit Timah | 8 00 10 00 | |
| 1 Bukt K. B. | 0 72 0 80 | |
| 10 Chilokat Serdans | 4 90 5-05 | |
| 10 Cheran, 85 pd. | 2 50 3-00 pm. | |
| 21 Dnt. | 1 55 5-00 | |
| 31 Glenc... . | 1 50 1 60 | |
| 5 Hoytor | 6 00 7-25 | |
| 10 H. Vietsia, 88 pd. | 1000 pm. per | |
| 16 Indragiri | 6 25 7-00 | |
| 1 Jiaoh... | 0 30 0 35 | |
| 5 Kiromak, 84 pd. | 3 00 dis. 275 div. | |
| 5 Kemps... | 1 85 2 05 | |
| 5 Lamas... | 1 15 1 25 | |
| 1 Matika Pinda | 0 55 0 62 | |
| 2 Makoff | 1 90 2 00 | |
| 5 Martin, 42 25 pd. | 0 50 dis. 26 pm. | |
| 5 Mer... . | 1 00 12 5 | |
| 2 New Sorendah | 1 90 1 95 | |
| 5 New Singapore | 5 10 5 15 | |
| 1 Nials... | 0 35 0 37 | |
| 5 Paim... | 9 50 9 75 | |
| 1 Pantai... | 1 00 1 05 | |
| 10 Peleg... | 27 00 27 75 | |
| 10 Pulau Bulang, 82 50 pd. | 1 50 1 25 div. | |
| 1 Pungkor... | 0 40 0 55 | |
| 5 Ruelia... | 8 50 9 50 x div. | |
| 2 Sandycroft... | 16 50 17 00 x div. | |
| 2 Singapore & Johore | 9 45 9 50 | |
| 2 Sungai Bagan | 0 70 0 75 | |
| 10 St. Helena | 15 00 | |
| 1 Tambank... | 0 50 0 52 | |
| 5 Tekuk Ausion | 3 85 4 00 | |
| 2 Trafigur... | 0 65 0 75 | |
| 1 Ule Pandan | 0 50 0 52 | |
| 1 United Malacca | 0 35 0 60 | |
| 1 United Singapore | 1 05 1 10 | |
| Es. 50 Jejung... | 417 50 127 50 | |

SHANGHAI SHARE QUOTATIONS
ON 5TH OCTOBER, 1911.

[J. P. BISSET & CO.'S LIST.]

| COMPANY. | Paid Up | Quotation |
|---------------------------------------------------------------------------------------------|---------|---------------------|
| Banks— | | |
| Hongkong & Shai... | \$125 | \$935, bu |
| Insurance— | | |
| Union Society C'tn... | \$100 | \$825, to years |
| North China... | \$25 | 10s. 16s., buyers |
| Yangtze Asso... . | \$20 | \$225, sales & bu |
| Canton... | \$50 | \$206, sales |
| Hongkong Fire... | \$50 | \$362, sellers |
| China Fire... | \$20 | \$126, buyers |
| Shipping— | | |
| Indo-China [pref. | \$25 | Tls. 40, sellers |
| Shell Trans. [ord. | \$21 | 75/6 |
| & Trading [pref. | \$10 | \$11.00, nom. |
| Shui Tug & [pref. | \$20 | Tls. 17, sellers |
| Lighth... . [ord. | \$20 | Tls. 45, buyers |
| Kochien Transporta... . | \$20 | Tls. 20, sellers |
| Docks & Wharves— | | |
| Shai Dock & Eng... | \$100 | Tls. 60, buyers |
| H. & W. Dock... | \$100 | Tls. 51 |
| S. & H'kow Wharf... | \$100 | Tls. 83, buyers |
| H. K'lon W. & G... | \$100 | Tls. 130 |
| Yangtze... | \$100 | Tls. 130 |
| Mining— | | |
| Raub Australian... | \$21 | Tls. 14, sellers |
| Chinese Eng. & Min... | \$21 | Tls. 14, sellers |
| Lands— | | |
| Shai Investment... | \$100 | Tls. 93, sales |
| Hongkong Investment... | \$100 | Tls. 100 |
| Humphreys' Estate... | \$100 | Tls. 73 |
| Wellbel... | \$100 | Tls. 44 |
| China... | \$100 | Tls. 50, nom. |
| Anglo-France... | \$100 | Tls. 94, buyers |
| Plantations— | | |
| Alma Estates, Ltd... | \$21 | Tls. 7.25, buyers |
| Ayer-Tawal-Kubur P'tn Co., Ltd... | \$74 | Tls. 10, sales |
| Chempak... | \$21 | Tls. 12 |
| Dominion Rubber... | \$100 | Tls. 25 |
| Kalimpong Rubber... | \$100 | Tls. 11.00, sellers |
| K. Java P'tn Co., Ltd... | \$21 | Tls. 4, sellers |
| Sonawang P'ther... | \$100 | Tls. 28, sellers |
| Shanghai-Sumatra Tobacco... | \$100 | Tls. 100, buyers |
| T. H. & T. Estate Co... | \$21 | Tls. 11.2, sellers |
| Cottons, etc.— | | |
| Evo... | \$100 | Tls. 91, sales |
| International... | \$75 | Tls. 44, buyers |
| Leou Kung Mow... | \$100 | Tls. 61, sald & co. |
| Soy Chees... | \$100 | Tls. 28, sales |
| Shanghai Cotton... | \$100 | Tls. 53, buyers |
| Industrial— | | |
| A. Butler Cement... | \$100 | Tls. 23, buyers |
| Anglo-Ger. Brewery... | \$100 | \$725, sales |
| China Flour Mill... | \$100 | Tls. 21 |
| China Imp. & Ex. Launder... | \$100 | Tls. 78, sales |
| C. Sugar Refining... | \$100 | \$1425, sellers |
| Green Is. Com... . | \$100 | \$4, sales |
| Massachusetts Oil & Bone Mills, Ltd... | \$100 | Tls. 85, sales |
| Shanghai Electric Construction... | \$100 | Tls. 63, sellers |
| Shanghai Electric & Asbestos... | \$100 | Tls. 21, sellers |
| Shanghai Gas... | \$100 | Tls. 99, sales |
| Shanghai Ice Co... | \$100 | Tls. 11, sellers |
| Shai Pulp & Paper... | \$100 | Tls. 10, sellers |
| Shai Waterworks... | \$100 | Tls. 383, buyers |
| Stores— | | |
| Hall & Holts... | \$100 | \$18, buyers |
| J. Lowell... | \$100 | \$65, sales |
| A. S. Watson & Co... | \$100 | \$55, buyers |
| Central Ordinary... | \$100 | \$8 |
| Central Foundries... | \$100 | \$400 |
| Colliers... | \$100 | \$20, sellers |
| AGENTS FOR KISHIWAKE AND SAKITO Coals. | | |
| HEAD OFFICE—MABUNOUCHI, TOKYO. | | |
| BRANCH OFFICES—NAGASAKI, MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW. | | |
| Cable addresses for above: "IWASAKI" Codes, AI, ABC 5th Ed., Western Union | | |
| AGENCIES— | | |
| FOKOKA: M. ASADA, Esq. | | |
| CHINKIANG: Messrs. GRADING & CO. | | |
| MANILA: Messrs. MACDONALD & CO., SINGAPORE: Messrs. BOBBIO CO., LTD. | </td | |

U.S. MAIL LINE.

PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION)

| STEAMERS | TONS | SAILING DATES |
|-----------|--------|--------------------------------|
| KOREA | 18,000 | SATURDAY, 23rd Oct., at 1 P.M. |
| SIBERIA | 18,000 | FRIDAY, 10th Nov., at 1 P.M. |
| MANCHURIA | 27,000 | SATURDAY, 23rd Nov., at 1 P.M. |
| MONGOLIA | 27,000 | SATURDAY, 16th Dec., at 1 P.M. |
| KOREA | 18,000 | FRIDAY, 12th Jan., at 1 P.M. |
| SIBERIA | 18,000 | SATURDAY, 27th Jan., at 1 P.M. |
| MANCHURIA | 27,000 | |
| MONGOLIA | 27,000 | |

* Twin Sails.
All Steamers have an Excellent "Philippine Stringed Orchestra" for the entertainment of Passengers and are Equipped with Wireless Telegraphy.

THE P.M. S.S. "KOREA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKAICHI, YOKOHAMA and HONOLULU, on SATURDAY, 28th October, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. Od. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application To European Points: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points, Commissioned Officers of the United States Army, Navy, U.S.P.H. and M.H. Services, stationed at Ports of Call; also all Officials of U.S. Diplomatic Service, U.S. Consul Generals, Consuls and Vice-Consuls located in Asia. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. Between China, Japan and Manila to Officials of the U.S. Diplomatic Service, U.S. Consul Generals, Consuls and Vice-Consuls located in Asia, also Commissioned Officers of U.S. Army, Navy and U.S.P.H. and M.H. Services. These Special Rates apply when travelling at their own expense and to their families. To all Points:—Missionaries and their families.

INTERMEDIATE SERVICE.

CHINA.....10,200 TonsFRIDAY, 17th Nov., at 1 P.M.

PERSIA.....9,000 TONSFRIDAY, 5th Jan., at 1 P.M.

THE S.S. "CHINA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 17th Nov., at 1 P.M.

On the Fine MAIL Steamers, CHINA and PERSIA First Class.

SAFETY SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports, 245.

HONGKONG TO SAN FRANCISCO via New York 245.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Companies' KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

[48]

THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO

VANCOUVER, B.C., SEATTLE & PORTLAND (Or.).

VIA

SHANGHAI AND JAPANESE PORTS.
CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS.

| Steamers | Tons | Captain | To Sail on or About |
|------------|--------|------------|---------------------|
| LUCERIE | 11,000 | J. Mathie | 25th October. |
| STRATHLYON | 8,000 | J. R. Shaw | 21st November. |

To be followed by other Steamers of the Company at regular intervals.

Calling at AMOY and KEELUNG if sufficient inducement offers.

The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to America and Canadian Points.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED.
KING'S BUILDING, Praya Central.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG: 28th October.

FROM COLOMBO: 10th November.

For Rates and Further Information, apply to

THE BANK LINE, LIMITED.
(MANAGING AGENTS).

CONFERENCE—WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Cargo carried on Through Bills of Lading from HONGKONG to RIVER PLATE Ports transhipment to CONFERENCE—WEIR LINE Steamers at CALCUTTA.

PROPOSED SAILINGS.

FROM CALCUTTA:

End September.

For Rates of Freight and Further Particulars, apply to

THE BANK LINE, LIMITED,
(MANAGING AGENTS).

NEW LINE OF STEAMERS
TO SOUTH AFRICAN PORTS.

ORIENTAL AND AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC" ... 3,000 tons ... to be despatched End December.

S.S. "KATANGA" ... 5,000 tons ... to Follow.

And regularly thereafter.

For Rates of Freight or Passage, apply to

THE BANK LINE, LIMITED,

MANAGING AGENTS.

Hongkong, 28th August, 1911.

UNCLAIMED TELEGRAMS.

The following is a list of unclaimed telegrams lying in the Eastern, Australasia & China Telegraph Company's office at Hongkong:

| ADDRESS | FROM |
|------------------------------------|------------------|
| Bischoff, Astor House | Pforzheim |
| Chuenhangchau, 54, Des Vaux Street | Cambodia |
| Doonan, 6/9 Hongkong Hotel | Melbourne |
| Edwards, 6/9 Hongkong Hotel | Madras |
| Guanhuating | Bangkok |
| Hannan, Mrs. N. R. care | American Embassy |
| Hurd, Hongkong Hotel | Cedariah |
| Inada, Tanuya Hotel | Manila |
| Khomlo, Duck Hingham | Penang |
| Kong, 25 Park Road | Shanghai |
| Koway 8 August | San Francisco |
| Kwongchangham | Bangkok |
| Leesmire, passenger steamer | Singapore |
| Scangzhou | Saigon |
| Leuan 71 Street Tchouaway | Hanoi |
| Macqueen, Astor | Manila |
| Moore care American Consul | Singapore |
| Morgari Italian Consulate | Singapore |
| Schmidt, Hubert, Hongkong Hotel | London |
| Seawhingshan, passenger steamer | Singapore |
| Scangzhou | Singapore |
| Sickoo | Singapore |
| Smith, Pompey | Manila |
| Stockwell | Sydney |
| Wortlein | Singapore |

A San Francisco paper of the 17th ult. contained the following:-

Pending the arrival of a decision from the Secretary of the Treasury, declaring whether the colouring matter used in this season's crop of Chinese tea is injurious to the consumer and is in violation of the pure food laws and the recent ruling of the department to the effect that no artificial colouring matter would be allowed in tea entering United States ports, there is nearly a million pounds of tea in this country awaiting shipment throughout the country. The decision of the Secretary of the Treasury Franklin McVeagh is expected within a few days and may possibly reach here this morning.

Recently, Secretary McVeagh requested seven tea experts, among them being Edward Brandenstein of this city, to examine the various teas imported into this country for the purpose of establishing a standard. The commission decided that no tea containing artificial colouring matter should be received in this country, and a rule to this effect went into force last May. What are known as China teas are said by experts to have always contained more or less colouring matter, while those of Japan are declared free from such salts.

A large shipment from China amounting to over 600,000 pounds, was held up late in August and samples were sent to Washington for analysis, following tests here, at which it was declared that traces of colouring matter were found. Since that time another large shipment has been received and the entire lot is awaiting Washington's decision. Meanwhile, the tea exporters of the country are said to be approaching a shortage of China tea and are therefore anxious for the decision of Secretary McVeagh.

Store here at Tjilatap, says Mr. Opitz, "and my duty compels me to cross the harbour every night in an open boat. It was through making this journey in all sorts of weather, and often getting soaking wet, that I developed Rheumatism."

"I suffered most excruciating pains all over my body. My joints swelled, and hurt me frightfully whenever I moved. I grew thin and weak and miserable, and my blood got into a very poor condition. My appetite dwindled away, and severe headaches and fits of dizziness added to my discomfort and time went on."

"Finding no relief from the doctors' medicines, I gave Dr. William's Pink Pills a trial, after two bottles of which I felt very much better. Persistence with these pills for a while longer completed my cure, and since then not only have I had no return of the rheumatic pain but I have felt much stronger in every way."

The pure, rich, red blood made by Dr. William's Pink Pills has also given health and robust strength to thousand of sufferers from Anemia, Debility, Malaria, Indigestion, Liver Complaint, Back-pains, Sciatica, Paralysis, Hernia, Eczema, Sores and Skin Eruptions.

Widely known as the most perfect, specific for the special ailments of babies, these pills are obtainable from all reliable medicine vendors, and direct from the U.S. William's Medicine Co. 84, Sauchien Road, Shanghai, 1 bottle for \$1.50 60 bottles for 48 pence Free.

CHRISTIAN SCIENCE SERVICES.—Zealand Street, off Queen's Road Central, Sundays at 11.15 a.m. and Wednesdays at 5.30 p.m.

AMERICAN CUSTOMS AND CHINA TEA.

A San Francisco paper of the 17th ult. contained the following:-

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YOU CANNOT RUB RHEUMATICS OUT OF THE SYSTEM BECAUSE THE CAUSE IS POISONED BLOOD.

Dispose The Poison—Cure The Pains.
As Mr. Opitz did, with DR. WILLIAMS' PINK PILLS.

WEATHER REPORT.

On the 20th at 11.55 a.m.—The barometer has risen considerably over the N. part of the Sea of Japan, and fallen slightly over S. China, the Loochhoos and the Philippines.

The anti-cyclonic area, which is still central over the continent, covers China Sea and Japan and adjacent Seas.

Pressure is relatively low over the S. part of the China Sea and the Pacific to Eastward of the Southern Philippines.

Fresh to strong monsoon will continue to prevail over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:-

SHIPPING

ARRIVALS.

EUPHORIA, British str., 2,001 G. Bramston, 20th Oct.—Singapore 14th Oct., Bulk oil—Asiatic Petroleum & Co.
FREGENELS, German str., 3,545, M. Sandtadt, 20th Oct.—Hamburg and Singapore 13th Oct., General—Hamburg-Amerika Linie.
HELEN, German str., 771, H. Bendixen, 19th October—Holloway 18th October, General—Johsen & Co.
HONGKONG, French str., 739, A. Cornelissen, 19th October—Haplong, 16th and Pakhoi 17th Oct., General—A. R. Martyn.
KALIFON, British str., 997, Sidford, 20th Oct.—Cebu, Iloilo and Manila 17th October, General—Butterfield & Swire.
NAMUR, British str., 4,179, F. E. Andrews, 20th October—London 9th Sept., General—P. & O. S. N. Co.
SZUCHEN, British str., 1,142, E. C. Jones, 20th Oct.—Newchwang 13th Oct., General—Jardine, Matheson & Co.
TINGSAng, British str., 1,045, D. W. Bichie, 19th Oct.—Newchwang 13th Oct., Bear and General—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
19th October.
Horizon, German str., for Kunlun.
Ceylon, British str., for Shanghai.
Colombia Maru, Japanese str., for Singapore.
Empress, British str., for Tientsin.
Kutang, British str., for Singapore.
Lwongang, British str., for Shanghai.
Loengang, British str., for Manila.
Maula, British str., for Shanghai.
Quaria, German str., for Samarang.
Szechuen, British str., for Canton.
Tingang, British str., for Canton.

DEPARTURES.

20th October.
CHIPSHING, British str., for Tientsin.
HAITAN, British str., for Swatow.
HONG WAN L, British str., for Amoy.
KUEICHOW, British str., for Canton.
LAERTES, British str., for Saigon.
MARIE, German str., for Saigon.
MATILDE, German str., for Hoitow.
PESSIA, British str., for Shanghai.
WELSH PRINCE, British str., for Singapore.
YORK, German str., for Shanghai.
ZAFIRO, American str., for Manila.

SHIPPING REPORT.

The British str. Nomus reports: Fine weather to Singapore; from there to Hongkong, strong N.E. monsoon and frequent rain squalls.

PASSENGERS.

ARRIVED.
Per Kaisong, from Cebu, &c., Messrs. Hord, Johnson, Bauer and Sharp.
Per Namur, for Hongkong, from London, Mrs. Ramsay and infant, Miss J. Taylor, Mr. and Mrs. J. Turner, Mr. H. Brown, Miss Sadler, Mr. and Mrs. C. W. Brett, Mr. and Mrs. S. C. F. Cook, 2 children, infant and anah, Miss L. M. Jacobs and Miss F. Parkington; from Singapore, Mr. Alex. Ramsay, Mr. and Mrs. A. MacKenzie, Mr. C. E. Farmer; from London, for Shanghai, Right Rev. Bishop and Mrs. Ifill and child, Mr. and Mrs. Corbett; Miss M. V. Miss H. V. Miss Atkinson, Miss Holt, Miss Inch and infant, Mrs. Forsyth, infant and nurse, Mrs. Richardson and child, Miss Wirths, Miss Brown, Ballantyne, Parker, Fraser, Parry, Bowman, Price, Yohanes, Hunting, Mrs. Barber, infant, 2 children and nurse, Mrs. MacArthur and 2 infants, Mrs. McDowell, infant and 3 children, Miss Pover, Mr. Goodrich, Mr. and Mrs. Young and infant; for Kobe, Miss Lloyd and Miss L. Munro; for Yokohama, Miss Bend, Miss J. Holland, Mrs. Lutkin and Mrs. L. G. Hurley.

DEPARTED.

Per Haitan, for Swatow, Messrs. Bouman, I. Joly, Mr. Barker and A. G. Griffin; for Amoy, Mr. W. C. Wickersham; for Foochow, Colonel Evans.
Per Yorke, for Shanghai, Miss Best, Mr. O. Recknagel, Mr. H. S. Richards, Mr. E. Merow, Mr. F. Asada, Miss G. Spearer, Roszak, Miss F. Osmond, Mr. Komatsu, Mr. J. Morgan, and Mr. Lorek; for Teingtan, Mr. H. Promm; for Kobe, Mr. K. Nishiyama, Mr. G. Mayhore and Mr. U. Sokai; for Yokohama, Mr. Narano.

Per Persia, for San Francisco and way ports, Mr. A. Grimes, Mrs. C. H. Lee, Mr. F. H. Mons, Comte G. de Bedon de Gisembert, Rev. A. R. Shipton, Mr. and Mrs. Ensign G. H. Howdy, U.S.N., Mr. Moore, Mr. Paul Grimes, Mr. and Mrs. E. J. Forster, Mr. J. Lindly, Mrs. P. Morris, Mr. E. Schwartz, Mrs. M. Wickram and Mr. M. Skelley.

Per Zafiro, for Manila, Mr. and Mrs. Whitmarsh, Dr. F. W. Wood, Mr. C. Ito, Mr. T. Ito, Mr. Jean Lamblin, Rev. P. G. Peeters, Rev. P. Joh. Zegers, Rev. Cortesbeem, Rev. N. Butter, Rev. H. Herbrink, Rev. Jas. Jocelyn, Rev. Ad. Peeters, Bro. H. Kamerbeck, Mr. V. Rivera, Mr. N. del Rosario, Mrs. A. Soteno, Mrs. Y. Fernandez, Mr. S. Misaka, Mr. Domingo Chia Chiaoco, Mr. B. V. South, Mr. Hans Kemlein, Mr. O. Bach, Mr. Jose Azcua, Mrs. A. W. Murales and son; for Iloilo, Mr. G. Morton Smith.

LATEST STEAMER MOVEMENTS.

The Dowell New York Liner str. Saint Patrik left Keeling on the 20th inst., at noon, and is therefore due here to-morrow afternoon. The C.P.R. Co.'s str. Montagle arrived at Moji at noon on the 19th inst., and left again at 10 p.m. same day for Yokohama, where she is due to arrive at 2 p.m. on the 21st inst.

The "Ben" Liner str. Benarty from Middlebro' and British str. London left Singapore on the 20th inst. for this port.

The M.M. str. Dumbra, with the French mail of the 24th ult., and mails from London of the 23rd ult., left Saigon on the 2. th inst., at 4 a.m. and is expected to arrive here on the 23rd inst., at 7 a.m.

The H.A. Liner str. Bolgaria left Shanghai on the 20th inst. a.m., and may be expected here on or about the 23rd inst. a.m.

STEAMERS PASSED THE CANAL.

Oct. 3rd—Carmarthenshire, E. F. Ferdinand, Hitachi Maru, Makassar, Paterno, Indrafil, 7th—Achilles, Andromeda, Palawan, Slavonia, Socora, 10th—Ajax, Ambra, Berladi, Indrasamha, Lothian, Ningchow, Peking, Sikkima, Indrafil, 13th—Buelow, Miyasaki Maru, Princess Alice, Stentor, Tang Maru, Toscana, 17th—Myoune, Myrmoen, Nippon, Ping Sien, Sardinia, Delayed through mutation, Kalutna, Meiron, Sardinia, Asia.

ARRIVALS AT HOME.

Oct. 17th—Ayianaz, Bentwaters, Brisgarvia, Glenlogan, Glenroy, Silesia, Jeseric.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard 4. From Naval Yard to East Point

| DESTINATION. | VESSEL'S NAMES. | FLAG & B&I | BERTH | CAPTAIN. | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|------------------------------------------------|-----------------|------------|-------|---------------|--------------------------------|------------------------------|
| LONDON, &c., VIA USUAL PORTS OF CALL | DEVANHA | Brit. str. | — | W. R. Hickey | P. & O. S. N. Co. | On 28th inst., at Noon |
| LONDON & ANTWERP | SUMATRA | Brit. str. | — | W. R. Le Mare | P. & O. S. N. Co. | About 1st Nov. |
| FLINTSHIRE | FLINTSHIRE | Brit. str. | — | G. C. Cundy | JARDINE, MATTHESON & CO., LTD. | About 11th Nov. |
| ROTTERDAM, HAMBURG & ANTWERP, &c. | BERGRAVIA | Ger. str. | k. w. | v. Döhren | HAMBURG-AMERIKA LINIE | On 24th inst. |
| ROTTERDAM & HAMBURG VIA STRAITS, &c. | SACHSEN | Ger. str. | k. w. | v. Wagner | HAMBURG-AMERIKA LINIE | On 11th Nov. |
| ROTTERDAM & HAMBURG VIA STRAITS, &c. | ARCADIA | Ger. str. | k. w. | Luning | HAMBURG-AMERIKA LINIE | On 16th Nov. |
| HAVRE, BREMEN & HAMBURG, &c. | FETTERN | Ger. str. | k. w. | Eckhorn | HAMBURG-AMERIKA LINIE | On 25th inst. |
| HAVRE & HAMBURG VIA STRAITS, &c. | FEETENFELS | Ger. str. | k. w. | Bremer | HAMBURG-AMERIKA LINIE | On 8th Nov. |
| MARSELLES, LONDON & ANTWERP VIA SINGAPORE, &c. | MISHIMA MARU | Jap. str. | — | Sundated | HAMBURG-AMERIKA LINIE | On 21st Nov. |
| MARSELLES, LONDON & ANTWERP VIA SINGAPORE, &c. | ACADEMIA MARU | Jap. str. | — | A. E. Moses | HAMBURG-AMERIKA LINIE | On 25th inst., at D'light |
| MARSELLES, LONDON & ANTWERP VIA SINGAPORE, &c. | AVA MARU | Jap. str. | — | M. Hagino | NIPPON YUSEN KAISHA | On 1st Nov., at 11 A.M. |
| MARSELLES, LONDON & ANTWERP VIA SINGAPORE, &c. | IRIZAWA | Ir. str. | — | — | OSAKA SHOSEN KAISHA | On 7th Nov., at Noon |
| MARSELLES, LONDON & ANTWERP VIA SINGAPORE, &c. | P. E. FELEDRICH | Jap. str. | — | Raichich | OSAKA SHOSEN KAISHA | On 14th Nov., at 11 A.M. |
| ATSEA | ATSEA | Ana. str. | — | — | MELCHERS & CO. | On 1st Nov., at Noon |
| SAIN PATRICK | — | Brit. str. | 1 m. | J. Matthe | DODWEIL & CO., LTD. | On 24th inst., at 2 P.M. |
| LUGERIO | — | Brit. str. | 2 m. | S. Robinson | THE BANK LINE, LIMITED | About 23rd inst. |
| EMPEROR OF INDIA | — | — | — | W. Davison | CANADIAN PACIFIC R. CO. | On 25th inst. |
| MONTAGLE | — | — | — | — | PACIFIC MAIL S. CO. | On 4th Nov., at 7 A.M. |
| — | — | — | — | — | TOYO KAISEN KAISHA | On 30th Dec., at Noon |
| KOREA | SHINTO MARU | Jap. str. | — | H. S. Smith | PACIFIC MAIL S. CO. | On 28th inst., at 1 P.M. |
| — | — | — | — | — | — | On 3rd Nov., at Noon |
| CHINA | — | — | — | — | — | On 17th Nov., at 1 P.M. |
| — | — | — | — | — | — | On 27th inst., at Noon |
| KUMANO MARU | — | — | — | M. Wimckler | MELCHERS & CO. | On 4th Nov., at 10 A.M. |
| PRINE WALDEMAR | — | — | — | H. Bremer | GIBB, LIVINGSTON & CO. | On 11th Nov. |
| ST. ALBANS | — | — | — | — | NIPPON YUSEN KAISHA | On 26th inst., at Noon |
| HITACHI MARU | — | — | — | T. Yamawaki | MELCHERS & CO. | About 14th Nov. |
| COBLENZ | — | — | — | L. Klugkist | NIPPON YUSEN KAISHA | On 25th inst., at Noon |
| KOBE & YOKOHAMA | — | — | — | T. Selde | — | Quick despatch |
| YOKOHAMA | KAWATA MARU | Jap. str. | — | H. Koops | TOYO KAISEN KAISHA | On 13th Dec., at Noon |
| — | — | — | — | — | — | To-morrow, at Daylight |
| — | — | — | — | — | — | On 25th inst., at Noon |
| HONGKONG MARU | — | — | — | — | — | On 26th inst., at 4 P.M. |
| — | — | — | — | — | — | On day, at Noon |
| KUEICHOW | — | — | — | — | — | To-day, at M'night |
| — | — | — | — | — | — | To-morrow, at Daylight |
| TINGSANG | — | — | — | — | — | On 25th inst., at 10 A.M. |
| — | — | — | — | — | — | On 26th inst., at 11 A.M. |
| KWEILIN | — | — | — | — | — | On 31st inst., at 11 A.M. |
| CEYLON | — | — | — | — | — | To-day, at 2 P.M. |
| LINAN | — | — | — | — | — | On 24th inst., at 4 P.M. |
| KWONGSANG | — | — | — | — | — | On 23rd inst., at 2 P.M. |
| HAKATA MARU | — | — | — | — | — | On 30th inst., at 4 P.M. |
| LOKSANG | — | — | — | — | — | On 31st inst., at 4 P.M. |
| CHINHUA | — | — | — | — | — | On 7th Nov., at 4 P.M. |
| — | — | — | — | — | — | On 10th Nov., at 4 P.M. |
| — | — | — | — | — | — | On 17th Dec., Quick despatch |
| — | — | — | — | — | — | To-morrow, at 10 A.M. |
| — | — | — | — | — | — | To-morrow, at D'light |
| — | — | — | — | — | — | On 24th inst., at Noon |
| — | — | — | — | — | — | On 25th inst., at Noon |
| — | — | — | — | — | — | On 26th inst., at 4 P.M. |
| — | — | — | — | — | — | On 27th inst., at 4 P.M. |
| — | — | — | — | — | — | On 28th inst., at 4 P.M. |
| — | — | — | — | — | — | On 29th inst., at 4 P.M. |
| — | — | — | — | — | — | On 30th inst., at 4 P.M. |
| — | — | — | — | — | — | On 31st inst., at 4 P.M. |
| — | — | — | — | — | — | On 7th Nov., at 4 P.M. |
| — | — | — | — | — | — | On 10th Nov., at 4 P.M. |
| — | — | — | — | — | — | On 17th Dec., Quick despatch |
| — | — | — | — | — | — | To-day |
| — | — | — | — | — | — | On 24th inst., at 2 P.M. |
| — | — | — | — | — | — | On 25th inst., at 10 A.M. |
| — | — | — | — | — | — | On 26th inst., at Noon |
| — | — | — | — | — | — | On 27th inst., at 4 P.M. |
| — | — | — | — | — | — | On 28th inst., at 4 P.M. |
| — | — | — | — | — | — | On 29th inst., at 4 P.M. |
| — | | | | | | |

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

| FOR | STEAMERS | TO SAIL | REMARKS. |
|-------------------------------------------------------------------------------------|---------------------------|-----------------|------------------------------|
| SHANGHAI, MOJI, KOBE, CEYLON and YOKOHAMA. | Capt. A. E. A. Baker, ... | Noon, 21st Oct. | Freight only |
| SHANGHAI | Capt. S. Baroham, ... | About 25th Oct. | Freight and Passage. |
| LONDON VIA USUAL PORTS (DEVANHA OF CALL) | Capt. W. E. Hickey, ... | Noon, 28th Oct. | See Special Advertisement |
| LONDON AND ANTWERP VIA SINGAPORE, PE NANG, COLOMBO, PORT SAID and MARESSES | Capt. W. R. Le Mare, ... | About 1st Nov. | Freight and Passage. |

For Further Particulars apply to

E. A. HEWETT,
Superintendent.
[1]

Hongkong, 21st October, 1911.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

| FOR | STEAMERS | TO SAIL |
|--------------------------------------------|---------------------------------|------------------------|
| CHEFOO and NEWCHWANG | "KWEILIN" | On 21st Oct., 4 P.M. |
| SHANGHAI | "LINAN" | On 21st Oct., M'night. |
| WEIHAIWEI and TIENTSIN | "KUEICHOW" | On 22nd Oct., D'light. |
| SWATOW, AMOY and SHANGHAI | "TAMSUI" | On 22nd Oct., D'light. |
| MANILA, ILOILO and CEBU | "KAIFONG" | On 24th Oct., 4 P.M. |
| SHANGHAI | "CHINHUA" | On 26th Oct., 4 P.M. |
| SHANGHAI | "ANHUI" | On 28th Oct., M'night. |
| MANILA, CEBU and ILOILO | "TAMING" | On 31st Oct., 4 P.M. |
| SHANGHAI | "CHENAN" | On 2nd Nov., 4 P.M. |
| MANILA, ILOILO and CEBU | "TEAN" | On 7th Nov., 4 P.M. |
| DIRECT SAILINGS TO WEST RIVER, Two Weekly. | S.S. "LINTAN" and S.S. "SANUL." | |

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, a duly qualified Surgeon is carried REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE-TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft.

SHANGHAI LINE-FAST SCHEDULE TWIN SCREW STEAMERS "ANHUL," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB-Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung. TELEPHONE 36.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to BUTTERFIELD & SWIRE,

Hongkong, 21st October, 1911.

AGENTS.

[10]

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPF SCHIFFAHRS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,

MARESSES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

| FOR | STEAMERS | TO SAIL |
|-------------------------------|----------------|-----------|
| FOR SINGHAI, KOBE & YOKOHAMA: | S.S. BELGEAVIA | 24th Oct. |
| S.S. SLAVONIA | 3rd Nov. | |
| S.S. SCANDIA | 16th Nov. | |
| S.S. SPEZIA | 2nd Dec. | |
| S.S. SFGOVIA | 14th Dec. | |
| S.S. SILESIA | 27th Dec. | |
| S.S. AMBRIA | 10th Jan. | |
| S.S. GOLDENFELS | 24th Jan. | |

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

[12]

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

| FOR | STEAMERS | TO SAIL |
|-------------------------------------------|-----------------------------|-----------------------------|
| MANILA | "LOONGSANG" and "KWONGSANG" | Saturday, 21st Oct., 2 P.M. |
| SHANGHAI | "KUTSANG" and "MAUSANG" | Sunday, 22nd Oct., D'light. |
| SINGAPORE, PENANG & CALCUTTA | "KUTSANG" and "MAUSANG" | Tuesday, 24th Oct., 2 P.M. |
| SANDAKAN, WEIHAIWEI, CHEFOO and NEWCHWANG | "TINGSANG" and "LOKSANG" | Wednesday, 25th Oct., Noon. |
| SHANGHAI | "YUENSANG" | Saturday, 23rd Oct., 2 P.M. |

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks

Shanghai and returning via Kobe (Inland Seas) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yantzea Ports, Tsingtao, Weihaiwei, Chefoo, Tientsin and Newchwang.

Taking Cargo on through Bills of Lading to Kudat, Labad, Datu, Simporna, Tawau, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATTHESON & CO., LTD.,

Hongkong, 21st October, 1911.

GENERAL MANAGERS.

[15]

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

CAPTAIN

LEAVING

| | | |
|------------|---------------------------|--------------------------------|
| "TAICHING" | Capt. W. C. Passmore, ... | TUESDAY, 24th Oct., at Noon. |
| "HAIYANG" | Capt. J. W. Evans, ... | FRIDAY, 27th Oct., at 11 A.M. |
| "BAITAN" | Capt. J. S. Houch, ... | TUESDAY, 31st Oct., at 11 A.M. |

Steamers will arrive at end Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & CO.,

GENERAL MANAGERS.

[9]

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

| STEAMER | TONS | CAPTAIN | DATE OF SAILING. |
|-------------|--------|---------------|-----------------------------|
| SHINYO MARU | 21,000 | H. S. Smith | FRIDAY, 3rd Nov., at Noon. |
| CHIYO MARU | 21,000 | W. W. Greene | FRIDAY, 1st Dec., at Noon. |
| NIPON MARU | 11,000 | A. G. Stevens | FRIDAY, 22nd Dec., at Noon. |
| TENO MARU | 21,000 | E. Bent | FRIDAY, 29th Dec., at Noon. |

† Triple Screws, turbine engines.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE new Triple Screw Steamer "SHINYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 3rd November, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

| STEAMER | TONS | CAPTAIN | DATE OF SAILING. |
|---------------|--------|---------------|------------------------------------|
| HONGKONG MARU | 11,000 | W. W. Greene | WEDNESDAY, 13th December, at Noon. |
| KIYO MARU | 17,500 | A. G. Stevens | TUESDAY, 18th February, at Noon. |
| BUYO MARU | 10,500 | T. Tomizawa | TUESDAY, 9th April, at Noon 1912. |

THE Steamer "HONGKONG MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on WEDNESDAY, 13th December, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

| STEAMER | TONS | CAPTAIN | DATE OF SAILING. |
|----------|------|-------------|------------------|
| ASSAYE | 7500 | F. J. Moore | February 3 |
| HIMALAYA | 7000 | J. C. Moore | February 17 |
| DELHI | 8000 | J. C. Moore | March 2 |
| INDIA | 8000 | J. C. Moore | March 16 |
| DEVANHA | 8000 | J. C. Moore | March 30 |
| DELTA | 8000 | J. C. Moore | April 13 |
| ASSAYE | | | |

"GRAETZ."

METALLIC FILAMENT



EHRICH & GRAETZ,

BERLIN S. O. 36.

LAMPS

Saving in current 70%

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.
Hongkong, 20th October, 1911.**BERLIN GUBENER
HUTFABRIK ACT.-GES.**
VORM. A. COHN GUBEN III.
(GERMANY).

ESTABLISHED 1859.

Manufacturers and Exporters of all kinds of
FELT AND WOOL HATS SOFT AND STIFF.

DAILY PRODUCTION 26,000 HATS BY 3,500 WORKMEN.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.
Hongkong, 20th October, 1911.**Hoehl Extra Dry**
gout américainSole Representative for Hongkong and South China
Hugo C.A. Fromm, Hongkong.

Hongkong, 20th October, 1911.

1670-22

POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN Route to EUROPE.

The attention of the public is drawn to page 10, para 20, of the Hongkong Postal Guide for 1911. Stamps intended for Postage purposes may be perforated but not obliterated.

The *Telomachus*, with the Siberian Mail, is due to arrive here to-day.

The Public are informed that the Christmas and New Year Parcel Mail to the United Kingdom and the Continent of Europe by the long sea route via Gibraltar will be closed in this Office on Friday, the 10th of November, 1911, at 5 P.M. This Parcel Mail is due in London on or about the 16th of December. The subsequent Parcel Mail is not due to reach London before the 30th of December. Parcels may be forwarded via Brindisi with an extra fee of 60 cents.

Parcels containing any article of Gold or Silver or Silver Mounted Goods must be insured for at least part of their value.

All insured parcels must be sealed, all the seals must be of the same kind of wax and must bear distinct impressions of a private device. The device on each seal must be the same. Regimental Buttons or Badges, Carved, Crossed or Dotted lines are not admissible. Coins must not be used for sealing.

The Clerks of the Post Office are not allowed to seal or to affix stamps on letters or parcels for the public.

Parcels that in the opinion of the officer accepting the same do not comply with the regulations will not be accepted.

FOR

PER

DATE

Kudat and Sandakan
Shanghai, Kobe and Yokohama
Shanghai, Moji, Kobe and Yokohama
Samarang and Sourabaya
Manila
(Taking Mail for Cebu and Iloilo)Macao
Chefoo and Newchwang
Haihoo, Pakhoi and Haiphong
Hongkong
Hoipang
Tamsui
Kuonkang
Keuchow
LinanShanghai
SIBERIAN MAIL to EUROPESwatow, Amoy and Tamsui
Macao
Singapore, Penang and Calcutta
Swatow, Amoy and FoochowEurope, &c., India via TUTICOBIN,
Late Letters 11.00 A.M. to NOON. Extra
Postage 10 cents.Letters posted in all the Pillar Boxes in
time for the first Clearance will be
included in this contract mail

Singapore, Penang and Calcutta

Macao
Malta, Cebu and Iloilo

Singapore, Penang and Colombo

Fort Bayard and Haiphong

Weihaiwei, Chefoo and Newchwang

Sandakan

Nagasaki, Kobe and Yokohama

Shanghai

Swatow, Amoy and Foochow

Manila (Taking Mail for Cebu and Iloilo)

Thursday Island, Cooktown, Cairns,
Townsville, Brisbane, Sydney, Hobart,
Launceston, New Zealand, Dunedin, Mel-
bourne, Adelaide, Perth, and Fremantle

Batavia, Cheribon, Samarang, and Sourabaya

SHANGHAI, NAGASAKI, KOREA, YOKOHAMA,
HONOLULU, and SAN FRANCISCO
(Late Letters 11.00 A.M. to 11.30 A.M.
Extra Postage 10 cents)

SIBERIAN MAIL to EUROPE

Singapore, Penang and Calcutta

Macao
Malta, Cebu and Iloilo

Singapore, Penang and Colombo

Fort Bayard and Haiphong

Weihaiwei, Chefoo and Newchwang

Sandakan

Nagasaki, Kobe and Yokohama

Shanghai

Swatow, Amoy and Foochow

Manila (Taking Mail for Cebu and Iloilo)

Thursday Island, Cooktown, Cairns,
Townsville, Brisbane, Sydney, Hobart,
Launceston, New Zealand, Dunedin, Mel-
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Batavia, Cheribon, Samarang, and Sourabaya

SHANGHAI, NAGASAKI, KOREA, YOKOHAMA,
HONOLULU, and SAN FRANCISCO
(Late Letters 11.00 A.M. to 11.30 A.M.
Extra Postage 10 cents)

SIBERIAN MAIL to EUROPE

WORTHCOMING EVENTS

Monday, 23rd Oct.—Auction of Crown Land
at Kennedy Town by Public Works Dept.
3 P.M.

COMMERCIAL

EXCHANGE
CLOSING QUOTATIONS.

| | October 20th. |
|-----------------------------------------|---------------|
| ON LONDON— | 1911 |
| Telegraphic Transfer | 1911 |
| Bank Bills, on demand | 1911 |
| Bank Bills, at 30 days' sight | 1911 |
| Bank Bills, at 4 months' sight | 1911 |
| Credits, at 4 months' sight | 1911 |
| Documentary Bills 4 months' sight | 1911 |
| ON PARIS— | 1911 |
| Bank Bills, on demand | 229 |
| Credits, at 4 months' sight | 234 |
| ON GERMANY— | 187 |
| On demand | 187 |
| ON NEW YORK— | 444 |
| Bank Bills, on demand | 444 |
| Credits, at 60 days' sight | 454 |
| ON BOMBAY— | 1353 |
| Telegraphic Transfer | 1353 |
| Bank, on demand | 136 |
| ON CALOUTIA— | 1353 |
| Telegraphic Transfer | 1353 |
| Bank, on demand | 136 |
| ON SHANGHAI— | 75 |
| Bank, at sight | 75 |
| Private, 30 days sight | 76 |
| ON YOKOHAMA—On demand | 89 |
| ON MANILA—On demand—Peso | 89 |
| ON SINGAPORE—On demand | 77 |
| ON BATAVIA—On demand | 109 |
| ON HAIPHONG—On demand | 3 1/2 pm |
| ON SAIGON—On demand | 3 1/2 pm |
| ON BANGKOK—On demand | 84 |
| SOVEREIGN, Bank's Buying Rate | \$10.90 |
| GOLD LEAP, 100 fine, per tael | \$7.60 |
| BAR SILVER, per oz | 247.0 |

SUBSIDARY COINS.
per cent.
Chinese ... 20 cents pieces ... 35.58 discount.
Chinese ... 10 ... 6.10.
Hongkong ... 20 ... 35.22.
Hongkong ... 10 ... 36.00.

SHARE LIST.—QUOTATIONS. HONGKONG, OCTOBER 20th, 1911.

| STOCKS. | NO. OF SHARES. | VALUE. | PAID UP. | CLOSING QUOTATION CASH. |
|-----------------------------------------------|----------------|----------|----------|-------------------------|
| BANKS— | | | | |
| Hongkong & Shanghai Bank Corporation | 120,000 | \$125 | all | \$900 |
| China Bourse Company, Limited | 60,000 | \$12 | all | \$281 |
| China Light and Power Company, Limited | 50,000 | \$5 | all | \$101 |
| China Provident, Loan & Mortgage Co., Ltd. | 200,000 | \$10 | all | \$81 |
| COTTON MILLS— | | | | |
| Ewe Cotton Spng. & Weaving Co., Ltd. | 20,000 | Tls. 50 | all | Tls. 97 |
| Hongkong Cotton Spinning Co., Ltd. | 125,000 | \$10 | all | \$5 sellers |
| International Cotton Manufacturing Co., Ltd. | 10,000 | Tls. 75 | all | Tls. 51 |
| Lau-Kung-Mow C. Spin & Weav. Co., Ltd. | 8,000 | Tls. 100 | all | Tls. 72 |
| Soy Case Cotton Spinning Co., Limited | 20,000 | Tls. 50 | all | Tls. 50 |
| Dairy Farm Company, Limited | 40,000 | \$72 | all | \$21, sales |
| DOORS AND WINDOWS— | | | | |
| Hongkong & Kowloon Wharf & G. Co., Ltd. | 60,000 | \$50 | all | \$50, sellers |
| Hongkong and Whampoa Dock Co., Ltd. | 50,000 | \$50 | all | \$50 sales |
| New Amoy Dock Co., Limited | 10,000 | \$62 | all | \$7, sellers |
| Shanghai and Kowloon Wharf Co., Ltd. | 55,700 | Tls. 100 | all | Tls. 59 |
| Green Island Cement Co., Limited | 40,000 | \$16 | all | \$4.10, buyers |
| Hongkong and China Gas Co., Limited | 7,000 | \$10 | all | \$20 |
| Hongkong-Electric Co., Limited | 12,000 | \$50 | all | \$22, buyers |
| Hongkong Hotel Company, Limited | 8,000 | \$25 | all | \$11 |
| Manila Metropole Hotel Limited | 15,000 | Pts. 10 | all | \$11 |
| Hongkong Ice Company, Limited | 50,000 | \$25 | all | \$16 |
| Hongkong Rope Manufacturing Co., Limited | 60,000 | \$10 | all | \$16, buyers |
| Hongkong & South China Steam Fibres Co., Ltd. | 15,000 | \$10 | all | \$7, sellers |
| INSURANCES— | | | | |
| Custom Insurance Office Co., Limited | 10,000 | \$250 | all | \$50, ex div. |
| China Fire Insurance Co., Limited | 20,000 | \$100 | all | \$20 |
| China Traders Insurance Co., Limited | 24,000 | \$33.33 | all | \$25 |
| Hongkong Fire Insurance Co., Limited | 8,000 | \$250 | all | \$50, sellers |
| North-China Insurance Co., Limited | 10,000 | \$25 | all | Tls. 160 |
| Union Insurance Society, Limited | 12,400 | \$250 | all | \$842.5, buyers |
| Yangtze Insurance Association, Limited | 12,000 | \$100 | all | \$60, \$225, @ Ex 75 |
| LANDS AND BUILDINGS— | | | | |
| Hongkong Land Invest. Agency Co., Ltd. | 50,000 | \$100 | all | \$103, buyers |
| Humphreys Estate and Finance Co., Ltd. | 150,000 | \$10 | all | \$73, sellers |
| Kowloon Land and Building Co., Ltd. | 6,000 | \$50 | all | \$30, sales & bu. |
| Shanghai Land Investment Co., Limited | 78,000 | Tls. 50 | all | Tls. 102 |
| West Point Building Co., Limited | 12,500 | \$50 | all | \$47 |
| Mining— | | | | |
| Societe Francaise des Charb'ges du Tonkin | 16,000 | Tls. 250 | all | \$700. |
| Raub Australian Gold Mining Co., Ltd. | 200,000 | \$1 | all | \$44, buyers |
| Peak Tramways Co., Limited | 25,000 | \$10 | all | \$121 |
| Philippine Co., Limited | 50,000 | \$10 | all | \$11, buyers |
| PHARMACEUTICALS— | | | | |
| China Sugar Refining Co., Limited | 20,000 | \$100 | all | \$136, sellers |
| Luzon Sugar Refining Co., Limited | 7,000 | \$100 | all | \$36, sellers |
| SHIPPING COMPANIES— | | | | |
| China and Manam Steamship Co., Ltd. | 30,000 | \$25 | all | \$111 |
| Douglas Steamship Co., Limited | 20,000 | \$50 | all | \$214 |
| Hongkong, Canton & Macao S. E. Co., Ltd. | 80,000 | \$15 | all | \$27, sales |
| Indo-China Steam Navigation Co., Ltd | 60,000 pref. | \$5 | all | \$60, £12.10. |
| Shell Transport & Trading Co., Limited | 2,500,000 | | | |